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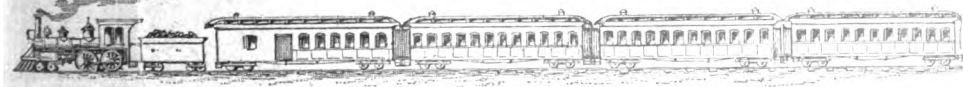
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# LOCOMOTIVE FIREMEN'S MAGAZINE

EUGENE V. DEBS · EDITOR ·



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# LOCOMOTIVE FIREMEN'S MAGAZINE.

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JANUARY, 1893.

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EDITORIAL.

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EIGHTEEN HUNDRED AND NINETY-THREE.

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We predict that A. D. 1893, will arrive on time—not a fraction of a second late. Emulating his promptness, the MAGAZINE sends greeting to its army of readers. "A happy New Year to all," or as Burns would state it—

"All ye whom social pleasure charms,  
Whose heart the tide of kindness warms,  
Who hold your being on the terms  
"Each aid the others,"  
Come to my bowl, come to my arms,  
My friends, my brothers,"

It is said that a vast majority of the human family pine for something new—tire of the old. Well, here is a new year. The old year has fled, gone glimmering—like a school boy's tale—and it must be said that a new year is in many regards an exceedingly valuable donation from Old Father Time, but, like the inheritance of an estate, everything depends upon its use. Wisely used it is a blessing, otherwise, a curse. This being a free country men may choose.

The MAGAZINE, while it is the organ of the brotherhood, its editor makes no pretensions to mentorship prerogatives. The time suggests

reflections, and it is in order to print them to be read or discarded upon their merits and without the slightest reference to the author.

The time has arrived in the history of our civilization when merit is the touchstone, the supreme test. True it is that merit does not always win the prize. True it is that villainy often triumphs over virtue, but it is true, nevertheless, that a vast majority of the dazzling prizes the years exhibit to tempt aspiring ambitious men, fall to the lot of men of superior merit. Take what are called the "learned professions"—law, medicine and theology. The colleges are annually grinding out graduates. Shysters, quacks and imbeciles are numerous, only the few, by virtue of their merits achieve eminence, the great majority obtain a precarious livelihood and die in obscurity.

Education, universally commended and valuable to all, is specially advantageous only to those of mental depth and breadth, who, if they have an idea are capable of utilizing it; hence the land is full of feeble minded scholars, who drift, by irrevocable laws into the ranks of cranks and vagarists and deluge society with their impractical whims and crotchets, and visionary theories of life and its duties. With such unfortunates time is without value, and 1893 will simply afford them opportunities to demonstrate the fact.

Fortunately, education is becoming more useful to the world as time speeds on, because it is bringing hand and brain more and more into alliance. For the few, Greek and Latin, and other dead languages may be well enough; and while the MAGAZINE is not interested in deciphering hieroglyphics, caring little for the symbols of the dead past, it is prudently interested in an education which the present demands. We have no disrelish of poets and poetry, and it may be that the song writers of the past and of the present are the world's great benefactors, but it should be remembered that poetry devoid of an idea is not, to use a mining phrase, "paying dirt," and the volume of such trash now offered, were it weighty, would supply cargoes for the merchant marine—sail and steam, of the world.

Tennyson said:

"I hold it truth, with him who sings  
To one clear harp in divers tones,  
That men may rise on stepping-stones  
Of their dead selves to higher things."

But we hold it truth, that he who makes a steam or an electric engine, a sewing machine, a reaper or a mower, who can wind railroad track around mountains, from base to summit, who can build bridges to span chasms and rivers, who can tunnel through mountains and under rivers, who can build ocean greyhounds, are greater than all the poets, from Homer to the sweet singer of Michigan. We think an hour spent in the electric magician's Menlo Park, sees and hears more poetry in an hour—singing, sighing, flashing, scintillating, arousing, captivating and inspiring poetry, than the world has known in a thousand years. Edison sings to the one clear harp of electricity, and as he sings, new lights flash in the darkness and the world grows brighter. The music there is in the ring of the anvil, when the stalwart smith makes it a harp upon which to beat out the nails of civilization, makes every note a stepping-stone to higher achievements. We think in the blended melodies of the whirring spindle and the clicking shuttle, there is poetry, such as the world needs, whatever may be the choice of Patti's votaries. If merit is the standard, if those things are best that lift up the poor—sweep into oblivion the corrupting and debasing distinctions the past has unloaded upon the present, then, that education which enables the hand to respond to the brain is worthy of the palm.

The MAGAZINE has often indulged in reflections relating to the possibilities of success which may be grasped by men born to toil, who, if they climb must hew out the pathways by which to ascend to success—and as we write, an army designated as “men of courage and conviction” come into view. It is a grand procession. In all of the long line there is not one engaged in bottling moonshine, nor tugging at his boot straps to “get on top,” nor to “get even” with any other toiler. There is neither scab, traitor nor conspirator in the ranks. They are men, who, as the years have come to them, permitted no opportunity to pass unimproved. These men, seen with the mind's eye, entered the ranks of labor in their boyhood, and having kept steady step to the drum-beat of duty, have reached higher elevations and won a gratifying measure of success.

The great majority of them were once locomotive firemen—now engineers, master mechanics and other officials of still higher grade in the railroad service of the country. In the beginning of their career, their education was limited—their school days were past, and

they faced the stern future with a limited equipment of book knowledge. But they had clear heads, courage, strength of body, self-reliance, ambition and an iron will. The lessons of their lives, had we space to recite them, would serve as beacon lights to others. They were workers, and they were students of books, men and opportunities. They had no idle hours. Their leisure was devoted to mind culture. Their hours were made stepping stones to higher things. They said, "with me, merit must win; my credentials for promotion are the things I know, the character I have won in the struggle to achieve success." Upon such things they staked their future and reached the goal.

The year 1893 finds the army of young recruits ready to engage in the battle, and every day is to be a battle. The courageous, the *time savers*, the students, will achieve victory. The epitaph of those who pursue a different course can be written now, in one word—"FAILURE."

Young men, in 1893 as in other years will take their choice, and coming years will chronicle their victory or their defeat.

The MAGAZINE expresses the belief that 1893 is to be one of startling developments. We indulge in none of the current vagaries about a conflict between capital and labor. There are capitalists who fight labor; we do not anticipate any diminution of their number, but, we do expect to see them checkmated in their schemes of piracy. As we write there can be heard, all along the line, salvos of cheers, that the Carnegies, Fricks, *et al*, are no longer to be the favorites of unequal laws that they may the better pursue their robberies. The people have awakened to the fact that justice, long since bludgeoned into silence, must be enthroned, and the grand coronation day is approaching.

We anticipate that during 1893, labor, if alert and vigilant, will achieve victories in legislative halls which will redound to its peaceful emancipation from degrading thralldoms, and make it still more potential in shaping the destiny of the nation.

If the year 1892 taught workingmen any lesson worthy of heed, it was that the capitalistic class, like a devil-fish had grasped them with its tentacles and was dragging them down to fathomless depths of degradation. To escape the prehensile clutch of these monsters, constitutes a standing challenge to organized labor for 1893, and de-



mands of workingmen an amount of sentinel duty which must be performed if victory is to perch upon their banners.

Again, if workingmen can be taught by experience, by the admonitions of history, by the shadows of coming events, by trials, conflicts and defeats, they will make 1893 a year distinguished by the severest study of labor problems. They will study the legal and ethical phases of labor problems; they will note what the pulpit and the press are doing to promote justice to labor; they will comprehend the supreme importance of cool heads and honest purposes in the persons of those who assume to be leaders; they will demand that jealousies and rivalries give place to a singleness of purpose which seeks to promote the welfare of all. If such things are done A. D. 1893 will be fruitful of victories for the cause of labor.

Does some one ask, what of the MAGAZINE? We answer, what of its past? Has it been like the barren fig tree in the parable, fruitful only of leaves? Has it borne no fruit for the sustenance of labor, for its brain and brawn? Has it trailed the labor flag in the dirt? or, has it kept the banner high, advanced, and forever floating in the winds of heaven?

The MAGAZINE for 1893, will be the organ of the Brotherhood of Locomotive Firemen, always on duty to guard the interests of the order and to repel attacks without regard to who is behind them. It will expose shams, and treasons to labor, whenever and wherever found, totally regardless of their authors or patrons. The MAGAZINE speaks for organized labor in all of its branches and for the weakest with a declared purpose of helping it to grow and be strong. Proud of its achievements in the past, and now more than ever in its history self-reliant, the MAGAZINE will keep step to the stirring music of progress.

We began this article by sending to each and all, greeting, "a happy new year," and we close by repeating the salutation—a happy new year to all.

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## EVOLUTION.

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In writing of evolution there is no purpose to investigate or criticise Darwinism relating to "man's place in nature." We take man's place in nature as it stands to-day regardless of his creation. His remote ancestors may have been apes or tadpoles, or, he may have been created as the Bible proclaims. In any case there has been going forward in processes of evolution a steady unfolding of mental powers, whatever may be said of man's early physical endowments. It is quite possible that in the processes of evolution, man has lost in physical strength and gained in mental vigor. Indeed, investigation, we think, would lead to such a conclusion. This mental energy, it is noticed, exhibits greater development in some men than is found in others and, as a result, the men of the largest brain or mind power manage to rule those of inferior intellectual grasp. To state a general proposition, the evolution of intellectual power is consequent upon education, which is the great unfolding force. Hence, it follows, that those who command the largest educational advantages control those of inferior opportunities. To equalize these opportunities is the great purpose of the American free school system, to secure to all mind evolution, the unfolding of its powers, so that the humblest citizen may become a thinker and be prepared to maintain his independence in all conflicts that may arise between contending classes.

If a man is qualified so much as to read correctly, he, to a certain and to a very large extent, becomes responsible for the progress he makes in mental evolution. Being able to read, he can, if he will, avail himself of the advantages which books confer upon those who read. In that case the processes of evolution go forward with an ever accelerating rapidity. As he reads, his mind expands, unfolds, grasps and solves, and instead of being ruled by others he becomes a force and a factor in government, and in all affairs pertaining to his welfare.

In commerce, in finance, in industries and in labor the processes of evolution are challenging the attention of men of thought. Intelligent workingmen are profoundly interested in these wonderful exhibitions. They behold new forces in operation and are studying with intense concern to ascertain in what regard they contribute



to their well being. In the evolution of business affairs, they behold the concentration of wealth and the power which wealth confers in the hands of the few. They behold the machine everywhere taking the place of men. Unable to counteract such processes of evolution, even if they were desirous of doing so, they inquire with ever increasing solicitude, what must the end be? What, if anything, is evolution contributing to the welfare of those who toil?

If the concentration of wealth in the hands of the few, if trusts, syndicates, corporations and monopolies are the results of evolution on the one hand, it may be affirmed that labor organizations are also the fruits of evolution, and it is just here that comes into view the theory of survival. In evolution as it relates to animals and plants, the strongest survive, the weak go to the wall—disappear—sometimes styled “the survival of the fittest” but always the strongest. It must be granted that when large mind forces are in alliance with wealth, immense strength is developed, and as against ignorance and poverty, the latter must succumb, except incidentally and spasmodically, as in the early days of the French Revolution.

But when the eye surveys the field of organized labor, the fact comes into view that evolution has already accomplished wonders for those who toil. The labor mind as a whole has unfolded to an extent productive of amazement. Grasping every problem that relates to its welfare it is accomplishing results along the line of its active forces, that bear the stamp of practical wisdom, and in the discussion of the fittest, or, the strongest, labor is developing staying qualities which are creating anxiety in the ranks of those who have believed themselves to be the favorites of evolution. They have claimed that their education and their wealth conferred upon them not only the power to rule, but the right to rule, while labor, on the other hand, points to the fact that its mind forces challenge scrutiny; that its skill is more to the world than money. And then, when labor calls the roll of its membership and the men step forth to be counted, the army, the standing army of labor, appalls those who surmise that labor is simply a machine to be operated for their benefit.

We unhesitatingly declare that such are some of the advantages that have come to labor by virtue of evolution, and quite as unhesitatingly do we aver that up to this day labor fails to comprehend,

scarcely in any measure whatever, what emancipating blessings evolution has conferred upon it. It not only does not put forth its hand to grasp and utilize its inheritance of power, but wedded to jealousies and selfishness, courts defeat and prefers degeneracy to independence.

If this debasement were universal, we should say that evolution, going forward during all the centuries, had accomplished nothing whatever for labor—and if we wanted an illustration of the fact, we would point to the condition of labor on the Reading Railroad, where men yield up their independence, and like so many peons or helots, wear the badge of servitude placed upon them by McLeod—men who dare not light a lodge fire and proclaim their emancipation from a slavish condition. For such men, neither evolution nor revolution could lift them in a thousand centuries, one inch above the dead line of their degradation.

But, fortunately, such soul inferiority is not universal, nor yet a distinguishing feature in labor affairs of the period. Evolution has not simply unfolded the intellectual powers of the plutocratic class. It has laid its redeeming hand upon millions who toil and now, by rights divine they are organizing—a movement preceded by thought and carried forward by thought, to be crushed out only when Gabriel or some other commissioned herald proclaims that the pendulum of time has made its last vibration.

But there is a demand for still further evolution in the world of labor. While the armies of labor are divided, and are under the leadership of men who from any base ambition hold their positions to promote selfish ends and aims, plutocrats and their wealth will rule. With such men, evolution has no significance beyond the boundary line of their own mercenary meanness. But they cannot resist the silent, ceaseless operation of evolution. They will die not too soon for labor's emancipation from the thralldom of prejudices they promote. The labor world, if evolution proceeds—and go forward it must, for such is the law—will unify upon all questions where rights are involved. Labor organizations, separate as waves but one as the sea, will mass their tremendous power for self-preservation. It is the law—the trend, we shall hope to see its sublime exhibitions of power. We should like to see it come as comes the dawn, with pencillings of light and rising orb, advancing in a cloud-

less sky to noon-tide glory. We should like to see it come, as comes the vernal season, with its sunshine and shower, buds and flowers and fruits, while all the feathered songsters make the woodlands vocal with their melodies—but, come it must either gently or with exhibitions of wrath and terror. Labor is the subject of evolution and its forward strides arouse the nation. Too great to be intimidated, too resourceful to take a backward step, its future is destined to be the climax in the process of evolution, since man started on his upward march towards the elysian fields of independence.

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## THE LABOR VIEW OF THE ELECTION.

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The LOCOMOTIVE FIREMEN'S MAGAZINE is not a politically partisan publication, only to the extent that when a citizen who is an enemy of labor aspires to office, the MAGAZINE would have that aspirant defeated, regardless of party platform, banner or shibboleth.

The country has passed through a presidential election, in which labor was as conspicuously identified as any other interest that was or could have been named, and the question arises, wherefore this interest and solicitude?

In this discussion the MAGAZINE discards all reference to the personnel of tickets, except in so far as such allusions refer to the welfare of organized labor.

Whitelaw Reid, all of the years that he had been in a position to employ men, was distinguished as an inveterate enemy of organized labor. As an owner and publisher of a great newspaper, he had evinced a hostility to organized labor so relentless as to become a public scandal. This the MAGAZINE deemed it its duty to expose in the light of established and notorious facts. Let this suffice.

The Democratic party succeeds the Republican party in the national government and in a number of states hitherto Republican in politics. In this sweeping change are there any comforting lessons to labor? If so, what are the lessons?



The discussions of the campaign were largely economic. Such questions are abstruse and easily mystified. Hence, labor has sought industriously for a few fundamental facts and principles to which it was easy to refer and were impregnable to the attacks of sophistry, calculated to mislead the mind and culminating in erroneous conclusions. Manifestly, the pivotal question of the campaign was that of the tariff, and we doubt, if, within the entire realm of economic questions, there is one upon which there is such a wide and honest disagreement; and yet, in this, as in every other question of national importance, there is a principle involved which, found and embraced, emancipates the mind from the thralldoms of error.

Admitting that the principle of protection is right, the next question is, should it be so warped and distorted as to protect a favored few to the neglect of the many? If a tariff does that, then justice is discarded and wrong triumphs. In a nut-shell, should Carnegie and Frick be protected, whereby millions accrue to them, while their workingmen have their wages reduced and are made to realize that though employed in carrying forward a tariff-protected industry, the same tariff affords them no protection, but even makes their condition worse? Nor is this all. Labor has asked the question, why should certain industries be protected, while others are left to succeed, if they can, without such protection? Various reasons were assigned for this admitted injustice, but it is evident that labor was not satisfied with the arguments adduced; such protection was not, in the first place, fair play. It did not afford all industries the same advantages. It taxed one to support another, and was, therefore, in direct conflict with the genius of American institutions.

Again, it was held, during the campaign, if a high protective tariff protected certain industries against the importation of what is termed "foreign pauper labor products," it furnished labor no protection against the importation of "foreign pauper laborers;" they came by thousands and by tens of thousands, and offered their services for "pauper wages," and as a result, while the hue and cry in favor of protective tariff was loudest, organized labor, as in the case of Homestead, found it impossible to maintain wages, and thousands of workingmen are suffering because they had the independence to resist, not only a reduction in wages, but the murderous policy of a protected industry to introduce scabs, and thus compel unprotected labor to submit to con-

ditions fruitful of poverty and degradation. In all of this, in so far as labor was concerned, strictly speaking, there was no partisanism. It was an economic question; and as a high protective tariff, as we have shown in the case of Homestead, did not protect organized labor, it was pronounced a failure, and the edict has gone forth for the modification of existing tariff laws.

There were other economic questions involved in which labor has a vital interest, as for instance, the free coinage of silver. Here again, comes into view a question in which labor has a right to be heard. First, because mining silver is a great American industry and gives employment to thousands of workingmen. Second, because free coinage affords a market for the product of the mines, and third, because silver coin is honest money, and no man ever failed whose silver dollars were equal to his debts.

Again, free coinage is in direct opposition to the policy of plutocratic millionaires, styled "gold bugs," whose policy has been and now is, by virtue of the single gold standard, to control the financial affairs of the nation, and control values. Labor takes no stock in such a policy, and on a direct vote, would overwhelmingly declare for the free coinage of silver, and the fact that when silver certificates are issued there is a silver dollar behind every certificate, emphasizes the fact that whether a man has the coin or the certificate, he has honest dollars.

We could extend illustrations showing that in the political campaign just closed, labor was everywhere an issue and that all political parties sought to give it prominence. It remains to be seen what the victorious party will do in legislatures and in congress to redeem the pledges made to labor. Much is required to modify present laws, and to enact others which shall give to labor a standing in the courts of the country, equal, in all respects, to that occupied by those who command money, and who, hitherto, when they have wanted a court went out and bought it. As the fruits of the election are gathered into law making bodies, the MAGAZINE will endeavor to outline special requirements.

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# CONTRIBUTED.

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## BE FAIR AND BE HAPPY.

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BY J. HAMPTON MOORE, OF THE EDITORIAL STAFF OF THE PHILADELPHIA LEDGER.

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An invitation from the fluent and usually pointed editor of the *LOCOMOTIVE FIREMEN'S MAGAZINE* to write something for that journal, carries with it an attractiveness which it is hard for any well wisher of labor to resist. But it also carries with it the possibility, which, in this instance, the writer would be happy to avoid, of running up against the fine steel of some other contributor, or even the able editor himself, thereby provoking a controversy which might be unfortunate. Not that a little discussion, or even a few pungent digs, are not sometimes productive of good; but in the labor world, especially, where harmony should be the watchword, they tend, as shaft follows shaft, to embitter men and break ranks. This is the kind of business no true friend of the workingman will engage in knowingly, but a great many do engage in it for a momentary advantage, which, while it satisfies one humiliates another, working harm instead of good.

Still, when a man starts out to say something publicly, either in a speech or in print, he should have opinions, and having them, he should express them without fear of the motives that may be attributed to him. But he should express them in such a way as to show that he is sincere, and when he does that, whether others agree with him or not, he should be treated, at least, respectfully. This is what I would hold to be good doctrine anywhere, and I hold it should be particularly observed in the ranks of labor, where the sensibilities of men are so easily aroused and where friends or enemies can be so quickly made. A good temper, a generous disposition and a kindly tongue are excellent attributes of manhood, and they win more battles for labor than all the strikes that were ever concocted. I don't mean an oily tongue nor the tongue of a sycophant, but a tongue that speaks from a heart that is fair and manly, and that reasons for the other side as well as for its own.

I have been closely connected with labor matters for years. My business as a newspaper man has given me acquaintances on all sides; I have none of them to thank for special favors and I have a good many to remember without malice, but for memory's sake, for petty annoyances of various kinds. Apart from all this however, a sense of fairness—due in part to the fact that the paper I represented had no axes to grind, and simply desired to get at the truth and give

the news—has never permitted me to accept a hot-headed story from any side without examining the facts the other side had to present, and it has been demonstrated time and time again that “the tale of woe” has been more than offset by an honest investigation of the merits of the case. These and other incidents have often set me to thinking whether it is altogether wise for labor to draw the line so distinctly between itself and the rest of the world as to have itself stamped as “a class,” in our great American society. Some, I am aware, will say that we are drifting into classes—the aristocrat and the laborer, the rich and the poor, the millionaire and the tramp, and so on—but I do not believe there is anything in the rise or fall of an individual, high or low, for the honest workingman to fear. Unscrupulous men may become rich, indolent and vicious men may become tramps—that would occur, perhaps, under any condition—but that a man has no right to become rich, I am not willing to admit. If we do deny the right to any man, then why are so many of us contending for more than we have of the world's goods? No, it would be better for us all, instead of grumbling because others succeed, to strive to succeed ourselves, following high moral ideas on our own account.

It is the comparing ourselves with others that makes us unhappy. I don't believe in worrying because John Jones has grown rich, and I don't believe in growling because John Smith has been promoted from the position of a brakeman to be the president of the railroad. If Jones was industrious and took advantage of opportunities which I was too blind to see or too lazy to improve, Jones deserves to go ahead. It is not because Jones is rich that I respect him, it is because he has merit. And so it is with the brakeman. If Smith is capable of being president of the road, and can run it profitably enough to pay its employes and stockholders, besides giving me the benefit of good train service, I have no reason to be envious of him, not if he makes ten times as much a day as I do. So, in my humble judgment, workmen ought to deal, not only with each other, but with the outside world. We are all workmen. In fact it is a puzzle to discover wherein the man who wields an axe or pushes a wheelbarrow, is any more entitled to be called a workingman than the fellow who sits on a high stool in the counting house, poring over columns of figures, from dawn till sunset, or than the good housewife who is going all day without (or even with) complaining. We all fill a place in this world, and the worthless are very few indeed. We may be getting a little crowded, but that is no more the fault of the rich than it is of the poor.

Let us be a little more frank. Don't we all get rather tired of hearing so much from labor leaders about “the down-trodden masses” and “capitalistic barons;” about “the horny hands of labor” and “the velvet hand” of wealth? Well, if we don't, all right. My opinion is, that the man who insists on calling himself a slave was cut out for one. He can lay back if he wants to, and refuse to budge, and he may be happier in doing so than if he aspired for a higher place and failed to get it, but I cannot see where he has the right to

stop you, or me, or any other ambitious and progressive man, who don't want to remain behind with him. We all can't have first place; we all can't have what we want. The man does not live, and never did, who got all he wanted out of life. The Great Creator of this universe seems to have ordained that none of us should have. Why, then, should we not learn to be a little better satisfied with the things we have than to be forever making ourselves unhappy because others have what we have not. Of course, there are many issues growing out of this argument that cannot be discussed in an article of the length of this, but the general fact remains, that we could make our own lives and the lives of others pleasanter, if we would. We want to appreciate merit and industry more, and be a little more real and a little less professional in what we say and do ourselves.

It often occurs to me that the tendency to begrudge other men prosperity, leads ardent labor advocates into frequent bursts of unfairness. I am no admirer of Jay Gould, yet I could not conscientiously denounce him, as I have so often seen it done by others. He may be a mean man and an unjust man, but has he done no good? Did Andrew Carnegie do no good? I don't mean charity. I mean have Gould and Carnegie not been of some use to the community? It cannot be successfully denied that they have; that they have made it possible for good to be done that was not done before by anybody who had the opportunity to do it. No matter whether one wrecked railroads or not, he opened up new ones and gave employment in new fields. The other built great iron and steel works, which many of the recent Homestead strikers hailed with loud acclamations. There is all the difference in the world in the feeling you have when you sit idle, wondering what to do, and the feeling you have when you hear that somebody is going to start a works and give you employment. Then is the time you want that "somebody" to succeed, and that is the time that you wouldn't want to be in that "somebody's" shoes for a great deal. I refer to this merely to show how we ought to be fair in handling the names of wealthy men, with whose business management we may not agree. They have had struggles and we should give them credit for holding together the concern from which comes our means of procuring daily bread. Better we should have railroads than not have Jay Goulds; better we should have steel works, including Andrew Carnegie, than not have them at all. Unless men of this stamp take money from circulation and lock it up in a strong box, their riches can do us no harm, for the more castles and yachts they build, and the more banquets and balls they give, the more workmen are employed in the various pursuits necessary to produce the material needed. I have no quarrel with the rich who spend their money; what they consume of themselves is but the measure of an individual capacity. They cannot have more; the rest comes back to the people.

It is not, by far, the active rich man who is happiest. Men who picture him so belie him. With the workingman who has a good home and feels safe against the needs of old age, he stands no comparison. Basing the matter solely upon the tenor of the excellent letters to the



Woman's Department of the LOCOMOTIVE FIREMEN'S MAGAZINE, I would be willing to lay a wager that 1,000 firemen could be easily picked from the ranks of the brotherhood, men with dust-stained faces, who carry dinner pails, who are happier in every fibre of their beings than Jay Gould ever was. And they are happy, not only because God made them so, but because no living monopolist, nor all monopolists combined, could get along without their services or rob them of their freedom or of their home surroundings. And furthermore, let me venture to suggest that if the thing could be brought about, there would not be one in the 1,000, who, if given Carnegie's place to-morrow, would not be homesick inside of six months. Carnegie may be the medium through which vast sums of money pass; his may be the master hand in extensive manufacturing deals, but I warrant he lacks the elements of happiness that characterize a contented fireman in his modest home. To all of which, so hastily presented, I would like to add that life is so short we would all do well to get along with our fellows as smoothly as possible. We can be everlastingly disputing if we want to, not only with employers but among ourselves, and the tendency is neither to prolong life nor to promote happiness. Let us be as fair and as happy as we can.

"Honor and shame from no condition rise;  
Act well your part, there all the honor lies."

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## "SHALL THE PEOPLE OWN THE RAILROADS, OR---?"

BY CYRUS FIELD WILLARD, LABOR EDITOR BOSTON GLOBE.

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There are no class of men who are so vitally interested in the answer to the question in our title, as the railroad men.

It comes close to them in their every day life, closer than to any other class of people. It affects the instruments by which they gain their daily bread where in other men it appears a matter of sentimental interest.

It is strange therefore that railroad men have not discussed this matter and pushed it forward as they alone are capable of doing from the knowledge which they have gained from practical experience and which cannot be gainsaid.

Increased wages and less hours of labor? Why in what manner can they be so effectively obtained and so without cost as in the agitation for the whole people owning the railroads instead of the few. If the agitation was only intended as a bluff, what weapon would bring the proudest corporation to terms so quickly as a demand

from their own employes that the state or national government should take possession of its lines and run them in the interest of the people. With the constantly increasing number of the unemployed due to the introduction of labor-saving machinery, strikes are fast becoming inoperative. They would be total failures in most cases were it not for the class feeling now universally felt that impels a man to starve rather than to "scab."

This being the case, it behooves the railroad men in their organized battalions to consider seriously whether or not it is possible to achieve their ends in the shape of better conditions of life and labor, by other means than the old-fashioned strike. The Brotherhood of Locomotive Firemen which stands in my mind as the leader in the railroad men's organizations, by reason of its compactness, aggressiveness, esprit de corps and generalship, should take this matter up and for that reason I write this article for their serious consideration.

In treating this subject I wish to consider it under two heads:

1. As affecting the railroad men as a part.
2. Its effect on the general public as a whole.

The question is "Shall the people own the railroads or shall the railroads own the people?" The question, if such be the alternatives, admits of but one answer. The people must own the railroads. Any one who studies the signs of the time, knows that the alternative has presented itself clearly to the American people from the shameless debaucheries of state and municipal governments and, yes, the national government itself, so that the issue is up for discussion.

But for the strange and peculiar apathy of the railroad men themselves, which I confess I am unable to understand, the matter would have been nearly settled by this time. There is a strong sentiment among the people in favor of taking possession of the railroads and do away with the power that is given them to raise princely revenues which can be and are devoted to purchasing officers who can give them favors. The necessity for such favors and the necessary revenues to do the corrupting would alike be wanting under governmental ownership. If the matter was submitted to popular vote to-day there would be an overwhelming majority in favor of governmental ownership.

On the trade union basis, there could be no better fate befall the railroad men than to have the railroads owned by the government, the organized executive of the people's will. Wages would be higher. It is a well known fact that the government employes' wages to-day are higher than men doing the same class of work in private business. Reason: no necessity to screw down wages to make a profit.

The hours of labor would be less. There would not be so many cases of overworked men going to sleep and their trains being wrecked from too long hours of labor under government ownership. The administration that would permit the great railroad horrors to occur from too long hours of labor would be swept out of office at the next election. In fact the tendency (as it can easily be seen)

would be to reduce the hours of labor down to such a low number as to make the train crews almost pampered from being not permitted to work more than two or three hours a day lest an accident should occur and their superior officers like the present board of directors should be swept out of a fat office.

Another strong, and incontrovertible argument in favor of the people owning the railroads, is that it is the strongest and best agitation for eight hours.

"The government employe only works eight hours. We want to be government employes!" should be the rallying cry from now on for every railroad man in the United States. By an eight hour law, the government has established the eight hour day for its employes, and as soon as the railroads come into its hands the railroad men stand on the same footing as the other employes.

Favoritism in the public employ? Could there be one quarter as much as exists to-day in the private corporations where the nincompoop relative of the president or directors are put in responsible positions so often that there is no comment except from the subordinate who is obliged to do his work, while his superior (?) draws a fat salary with no effort?

Lose your job every four years? Are you sure to keep your present job a year under private corporation rule? Is it not better to have a certainty of four years than no certainty at all? The fear of being "fired" at the expiration of four years does not seem to act as a deterrent on persons applying for government positions. I never knew of any post office being unable to be carried on on account of inability to get clerks. Did you ever hear of any strike among government employes in this country? They simply present their grievances before the proper committee in Congress and it becomes the property as well as the "cause" of the public. The grievance committee is not "bounced" nor its members blacklisted, nor are they obliged to strike because the high and mighty president or directors or superintendent will not receive them. Pinkertons are not hired nor is the militia kept under arms liable to be called out at a minute's notice when any large number of government employes have a grievance.

"Remember Buffalo" is a phrase that would seem to me to be so pregnant with meaning, that to the average railroader further argument would be unnecessary.

If it is true that government ownership means for the railroad man increased wages, eight hour day, lack of favoritism, more security in holding his job, and ability to approach his superior officers without being discharged and blacklisted, is it not worth working for? I defy any one to prove that it does not mean all this. If such can be secured by a peaceful agitation without the necessity of a long and costly and possibly bloody strike, should not steps be taken to immediately secure all these blessings?

Concentration must be the watchword to secure all these blessings as quickly as possible. The firemen are as well equipped to begin this work as any and they have a peculiar incentive so to do, as un-

der the eight hour law there would be more engineers and the firemen would get a chance to become engineers. How is that for a point for the firemen to consider? Let the question be taken up at the next session of the grand lodge and after being discussed there, referred to the local lodges for discussion. The question to be discussed could be phrased as follows: "Is there any method by which the wages of firemen can be raised, their hours reduced and their general condition improved, as easily, as quickly, as peaceably and as bloodlessly as by the government ownership of railroads?" Once decided in the affirmative, let all minor matters be dropped and the whole enginery of the brotherhood utilized to place the facts before the public. Practical railroad men can do this in such a manner as to leave the opponents and paid capitalistic agents, not a leg to stand upon.

One more point or two before closing under this head although the arguments in its favor seem inexhaustible. There would be a better class of men attracted to the railroad service on several accounts. One of these would be the fact of more wages and less hours of labor. Another would be the elimination of the element of danger which makes so many men reckless and devil-may-care in their actions. By the government owning all the railroads it would be possible to secure uniformity in the styles, height and equipment of cars. The automatic coupler would then be an actuality and in use where now it is a theory, a rainbow whose chaser is the organization which believes that the corporations will permit it to be adopted if it interferes with their dividends. The terrible slaughter and maiming of tens of thousands yearly would stop. Few indeed are the men who may read this who have not lost a chum or friend whose life might have been spared if the train had been equipped with the necessary safety appliances as would be the case if the roads were owned by the people.

Grade crossings and varying heights of bridges from tracks are also matters which could be very easily disposed of if the railroads were under one management. These while affecting the trainmen's daily life are also subjects of concern to the general public and will be considered under that head. The possibility of bringing all the roads under one management is an easy question now. East of Chicago it has simplified itself down to the Pennsylvania and the Vanderbilt lines. The Reading is virtually an annex of the Vanderbilts as the Baltimore & Ohio is of the Pennsylvania. West of Chicago, the development of new territories has not permitted so marked a concentration of properties as East but it will come in a few short months.

This is also a point which interests the general public and I will leave the discussion of these matters to the next month's issue.

If there are any statements in this article which can be controverted I should be pleased to have it done. It seems to me that there is no question which so vitally concerns the railroad men as the government ownership of railroads. There is nothing which will benefit them in so great measure as it. It is easy to say it is

"socialistic" and decry it on that account but that is all sentiment and bosh. Calling names is no argument. What we want is something practical and if raising wages and securing the eight hour day with good positions through government ownership of railroads is not a good, sound, practical common sense way of obtaining results, then what is the Brotherhood of Locomotive Firemen organized for?

[To be continued.]

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## MISS JEAN'S ENGAGEMENT RING.

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BY BESSIE MORGAN.

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I don't wonder that you are pleased with that ring, Mary, 'tis pretty. I s'pose the clover leaf's for good luck, an' the diamond dew drop makes it real han'some.

I never see one jest like it afore, an' I've seen all sorts of engagement rings in my time, too. Did I ever tell you 'bout little Jean M'Lean's? I reckon nobody else ever had one quite like hers, an' you'll gree with me when I tell you 'twas a napkin ring—silver filagree, an' delicate as could be, an' she was as choice of it as ef't had been all set round with diamonds. But this was how she came to have it, 'stead o' one o' the reg'lar sort:

I s'pose you don't 'member when the war broke out—the war o' the rebellion, I mean. Course you wouldn't; 'twas all over with 'fore you was born. But it really is kinder strange how few folks you can find, now-a-days, who'll own up to 'memberin' anything 'bout that war.

Well, 'twas the first winter after the war broke out that Miss Jean was teachin' the destrict school.

There'd ben a good deal o' talk 'bout lettin her have it, for she wa'nt but eighteen, an' some o' the boys was oldr'n she was. But they couldn't get nobody with such a good education as she had. Her father hadn't spared no expense; he'd give her a reg'lar seminary course, an' then, jest about the time she come home, all their bad luck set in.

The bank her father had most of his money in failed, an' he had losses in other ways, an' worryin' 'bout it all brought on a *stroke*, an' there he was, most helpless.

Jean an' her mother had a hard time on't. They had a big farm on their hands, an' a farm's an onhandy thing for a woman ter manage, best o' times, an' it takes money ter run 'em.

Well, Jean she took the destrict school for the summer, an' she got on real well. The scholars they all liked her, an' the committee was satisfied with what they learned.

So when winter come round they knew she needed the help bad enough, an' they wanted to do what they could for her, so they jest said let her try it.

Course everybody knows the winter school in the country is a very different thing from the summer school. A good many young men go then that have to work the rest of the year, an' some on 'em are apt to be pretty rough, so 's a gen'ral thing the committee calkerlates to hire a good strong man for that term who's able to tackle 'em.

Jean she knew 'twas goin' to be hard work, but she wan't one to cry 'fore she was hurt, an' she kinder thought the boys would be her friends, so she undertook it.

Don Carter wan't one o' the boys that was after a education. He'd finished his two or three years before, an' ben off skylarkin' round the country ever since, seekin' his fortune, I spose.

He was a wild 'kind of a fellow, though I never heard anybody say he was really bad. He was one o' the sort with more steam on board 'n he knew what to do with—allus runin' inter scrapes 'cause he must be doin' suthin'.

Well, course he was jest crazy to inlist. He was doin' real well up in Maine, in the timber business, but he throwed it all up an' come home to go inter the army.

His father was mad enough with him. He was all for peace, Deacon Carter was, an' he said no son o' his'n should go to fight. He talked so much, an' Mrs. Carter felt so bad 'bout it Don give in, an' then 'twas he took it inter his head he'd go to school fur the winter. Everybody knew 'twas jest 'cause Jean M'Lean was teachin', but he stuck to it. There was a lot o' things he needed to know he'd never learned that would help him no end with his business, when he come to go back to it. His father was glad to have him do anything to take up his 'tention an' keep him to home, so he didn't make no objections.

But, Don, he made Miss Jean a sight o' trouble. He didn't have to do no studyin', for he knew his lessons 'fore he begun, so he had all his time for cuttin' up.

He really didn't have no idea how he was botherin' her, for he was a good hearted boy, with all his faults.

But his folks an' her'n had allus lived side by side, an' he'n Jean had played together when they was little, an' thinks likely it kinder p'voked him the stiff way she treated him now, orderin' him round as grand as if she was forty years old at the very least, an' he one o' the smallest o' her school children.

Well, Jean she reproved him agin and agin for his triffin' ways, but it didn't make no difference; 'peared as ef he was 'bliged ter try an' tease her whenever he could, an' course it didn't have a good effect on the rest of the scholars, an' Miss Jean, she made up her mind she wouldn't have no more on't.



So one night when she come to dismiss the school, she told Don Carter he might keep his seat.

The rest on 'em went out kinder smilin' 'mong themselves, an' one an' 'nother was sayin' they guessed 'twant no great hardship for Donald ter have ter stay'n talk with the teacher.

But Jean she pertended to be correctin' exercises, an' she waited till they had all gone out and the door shut to. Then she raised up her head an' looked at him with all the dignity she could get together.

She was a slim little thing, with the prettiest grey eyes you ever see, an' a color in her cheeks like peach blossoms, an' Don was a great fellow, over six feet, with shoulders like a young giant. He was a good lookin' boy, with a sort o' tawny colored hair, that was allus droppin' down across his forehead, an' he had a dreadful takin' way o' lookin' at anybody, when he pleased. For all his sassiness folks allus liked him.

But Miss Jean wan't in no humor for foolin'.

"Carter," sez she, stern as could be, "I have kept you after the others to-night, to tell you I don't wish you to come to school any more. Since you can not behave with propriety, or treat me with that respect which is due my position, I must decline to give you instruction any longer," sez Miss Jean, very grand an' imposin'. She waited a minute, but Don didn't say anything, an' she went on a little faster this time, with a sort of catch in her voice. "I suppose you think I'm not old enough to teach you, but the school officers who 'pointed me were the ones to judge of that. I shall give them my reasons for dismissing you from the school. I am very sorry—I thought you would be my friend instead of givin' me trouble. Have you anything to say for yourself?" comin' to a stop very sudden.

"No, Miss Jean," sez Carter; "I've nothin' ter say." But he met her eye as steady'n square as ef he'd been the best boy in the school, an' Miss Jean she jest turned her head one side an' wouldn't look at him.

"You may go," sez she. "I shall not expect your attendance to-morrow."

"It's gettin' rather late," sez Don, as he passed her desk, "May I see you get home safe, Miss Jean?"

"Thank you, no, Carter," sez she. "I don't need any escort." So Don went off."

An' then Miss Jean, when she'd made shure he was gone, she laid her head down on the big school dictionary an' cried an' cried. She knew 'twas foolish ter give way so, but she was dreadful tired, an' she had had a hard time all round, an' anybody that's ever tried ter keep a lot o' unruly boys and girls in order for long 't stretch can testify that its tryin' to the nerves.

She couldn't wait an' have her cry out when she got home; that would bother her mother. Here was her only chance, and it did seem like a real luxury. Then all ter once the school room door opened, an' there was Don's voice again. It fairly made her shiver.

"Miss Jean," sez he, "Don't you think it's gettin' rather dark for you to walk home alone?"

Miss Jean she didn't raise her head nor answer, hopin' he'd go, but that wouldn't a ben Don Carter. Course he come up ter see what was the matter, an' the next minute he was on his knees 'side her on the platform, spoken fast, as ef he was half scared an' kinder mad at her, too, an' I reckon that was how he felt—an' a good deal ashamed of himself into the bargain.

"What do you mean by cryin' here all by yourself in the dark?" sez he. "It's never because of my foolishness, Jean? I didn't suppose it really teased you. I'll stand all day long to-morrow with my face to the wall, to make up for it. Stop cryin' Jean!"

"Go away, Carter," sez she, her voice all choked, and not raisin' her head.

"I'll not go away," sez Don gettin' sarsy again 'fore he knew it. "You're spoilin' the school dictionary," sez he. "I can't have the town's property ruined in that way. If you *must* cry, it won't hurt my coat. It's ben wet before."

An', ef you'll believe me, he actually had the impudence ter put his arm around Miss Jean's neck an' lifted her head up 'tween his two hands, whether she would or no, an' laid it down 'gainst his shoulder.

"The dictionary ain't the only place to look for sympathy, Jean," sez he.

'Twas gettin' dusk, but it wan't too dark ter see—ef you was near enough—Jean's wet cheeks lookin' like pink roses in a thunder storm, and her pretty, tremblin' lips.

"Take away your arm, Carter," sez she, "an' leave the room this instant—how dare you kiss me!"

"Tisn't the first time," sez Don, "an' it won't be the last. What is the use o' puttin' on airs all the while, Jean? As ef we hadn't ben like brother an sister ever since we were born!"

"I wish you to understand that I have grown up, if you haven't," sez Jean, "an' I propose to be treated accordingly."

"She shan't be treated like a baby any more," sez Don, pullin' her handkerchief out o' her apron pocket and wipin' the tears off her cheeks. "There, now, she's a respected school ma'am an' everybody's 'fraid as death of her, an' I'll make a public apology to-morrow an' abase myself in the very dust."

"You're not comin' to-morrow," sez Jean, "you've ben expelled."

"I *am* comin'," sez Don, "as an example to the others. Where's your cloak an' hood?"

"Carter," sez Jean, "I do not wish for any o' your assistance. Be so good as to put my things down at once."

"O, *hang* Carter!" sez Don, gettin' out o' patience. "Why can't you speak to me like a man an' a brother? It's not in school hours at present!"

"Well, then, *Mr. Carter*," sez Jean, laughin' in spite o' herself. But she wouldn't let him help her put her cloak on, nor see her home.



She was dreadful mortified 'bout the whole thing whenever she thought of it, but it was a victory all the same.

Don came to school next mornin' as he said he should, but he behaved himself, an' you'd better believe he kep' the other boys straight, too! There'd never ben such order in that school in a winter term before.

An' so it went on till one night Don stopped ter ask Miss Jean if she'd go for a sleigh ride with him that evenin'. She looked up, pleased as could be.

"O, thank you, Carter," sez she. "I'll go with pleasure."

"Carter's not goin'," sez Don, lookin' at her kinder audacious, but she didn't take no notice.

Jean's mother didn't like her goin' with Donald a bit, an' she made a good many objections 'fore she let her start. But Jean had so little chance for pleasure, an' she knew she could trust her.

'Twas a real pleasant evenin'. The snow was deep on the ground, an' in the roads it was beat down firm and smooth as ice, an' the moon was shinin' 'cross the white hills. Long as she lived Jean could never see the moon shinin' 'cross the snow without thinkin' o' that night.

Don had a beautiful horse an' sleigh. His folks was well off an' he'd allus had things 'bout as he wanted 'em. He'd wrapped Jean up in the robes an' furs till she was as warm an' comfortable as ef 'twas summer, an' away they went, on an' on.

Jean was jest beginnin' ter think Don was uncommon quiet for him, when he turned round and begun rather sudden:

"Miss Jean, how far do you think a man ought ter obey his father an' mother?"

"Why—in everything, unless it was a matter of conscience," sez Jean.

"Of course, I know you'd go for discipline," sez Don, "but it *is* a matter of conscience. I'm goin' ter inlist. I came home for that, you know, only they were so against it I gave it up. But it's no use; I *must* go. There's ben a call for more volunteers. I should feel like a coward stayin' here at home."

"I'd go if I was a man," sez Jean, 'fore she thought, for she was a red hot little patriot herself, an' would a fought for her country in a minute ef she could a had the chance. But she dind't mean ter be counselin' him ter go 'gainst his father an' mother.

"I hate to make my mother miserable," Don went on, "but it isn't as ef they didn't have other sons. But, Jean, will you do me a favor 'fore I go? May I give you—a ring to remember me by?"

"A—ring?" says Jean, kinder surprised.

"Yes," sez Don. "Why not?"

"O, I couldn't!" sez Jean. "I can remember you without anything to help me, an' mother wouldn't like me ter keep it, or wear it; people would think—it was queer."

Don give his head a sort o' impatient shake. When folks wouldn't do as he wanted 'em to it allus made him more set 'n ever.

"Well, then," he sez, "I'll give you a ring your mother won't ob-

ject ter—as comin from a grateful pupil—an' nobody else 'll think anything 'bout it, either. You can laugh at it as much as you please, but you can't send it back; you won't know where ter find me, an' it will mean—jest what the other would have—” sorter catchin' his breath, an' goin' on fast, in a different kind o' voice from what Jean or any body else had ever heard sarsy Don Carter speak in a'fore.

“It'll mean I love you, always an' forever an' forever, an' I'll be thinkin' of you wherever I am. On the long marches through the day, by the camp fire at night, an' on the battle field—till a bullet leaves me lying there with my betters.”

“But you'll come back again safe, I know,” sez Jean. “You are just talkin' to make me pity you.”

“No,” sez Don, “I was only tellin' you what the ring would mean. If I come back you'll be the one to be pitied. I shall come straight to you wherever you are, an' I won't say by your leave or anything, I shall take you fast in my arms an' never let you go again as long as I live.”

Well, Jean she knew she ought to tell him he wouldn't be let to do nothin' o' the sort, but she couldn't help hearin' the kind o' shake his voice give over the happy picture, and she hadn't the heart.

She jest turned her head away an' looked at the moonlight on the snow, spreadin' out for miles an' miles. It had a dreadful lonesome look, somehow—an' she'd thought it was so pretty an' pleasant when they started.

“We ought to be goin' home, Don,” sez she. “I promised I wouldn't be late.”

An' then she was sorry she spoke, he answered so quick, as if he was hurt at her bein' in such a hurry.

“We are nearly home now, Miss Jean; our ride will soon be over. I don't doubt you'll take plenty more in the course of the winter, but it may be the last I'll ever have.”

Jean didn't say no more, and when they got home an' she was goin' ter say good night to him, he held out his hand.

“I shan't be in school to-morrow, Miss Jean,” sez he. “I leave my books to you, an' my seat to your next unruly scholar.”

He waited a minute for her to answer, but Jean didn't say anything; she was thinkin' how it 'twould seem to have some other boy in his place at school, an' him lyin' out on a battle field, as he'd said, his face turned up to the sky.

There was a lump in her throat so she couldn't speak, but Don, he thought 'twas cause she didn't care, so he jest give her hand a despairin' kind o' squeeze, and turned away.

I reckon 'twas the only time in his life that he lost anything through not havin' the sarse ter take it. But you see he'd offered the best he had, an' I guess he felt she'd kinder slighted it.

An' Jean, she stood and watched him out o' sight. 'Twas a dreadful onlucky thing ter do, but I spose she didn't think o' that. 'Twas one o' them quiet winter nights when there ain't a sound; an' when Jean couldn't hear the sleigh bells no longer for all her listenin', an'

she was left alone with the snow an' the moonlight, it seemed to her as ef all the world was dead an' buried.

But Don didn't forget to send the ring, and when Jean see what 'twas she didn't know whether to laugh or cry. But her mother was real pleased with it. She said she reckoned Donald thought he'd made extra trouble, an' wanted to kinder compensate.

But Jean, she knew well enough, what Don meant by it, an' when her mother handed it back to her she took it as ef she was half ashamed to touch it. Then she carried it to her room an' put it away. Course, comin' as it did, she had to keep it, but he needn't a ben afraid o' her sendin' it back, even ef she could have. Women are real queer 'bout some things, there ain't many men that understands 'em.

Well, I guess you think it takes me a long time to tell a story, but I've got to the end o' this one at last.

No, Don didn't ever come home. I reckon he must a had a pre-sentiment when he was talkin' to Jean that night. They said he made a splendid soldier, he had one promotion right arter another—till he got his last one from the enemy's guns.

I spose it must a been a comfort to his father an' mother that their wild boy died like a hero, but the old Deacon he wouldn't never own it. He'd ben 'posed to the war from the first.

An' so that was all the engagement ring Miss Jean ever had—not but what she had *chances* enough to a had one o' the reg'lar sort, but I reckon she thought they wouldn't none of 'em mean so much to her as that one did.

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## STRISES FOR STRIKERS.

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BY L. W. ROGERS, EDITOR AGE OF LABOR.

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The very audacity with which a thing is done sometimes so obscures the public vision that an outrage is being tolerated before the people realize just what has occurred. This has been the case in nearly every great strike where the Pinkertons, conscious of their safety behind the bulwark of a great corporation's millions, have deliberately shot down defenseless strikers for the purpose of intimidating others, and been justified by packed juries before the people grasped the idea of the enormity of the crime committed. This has been the case where the laws of many a state have been deliberately violated to import armed bodies of men for the express purpose of overawing discontented labor and forcing it into submission. This

is the case now in the persecution of the Homestead Advisory Board by indicting them for treason, and in the very evident purpose to boldly twist the statutes of Pennsylvania far enough from their real intent to railroad the thirty-three men into the penitentiary. This charge of treason to the state is so groundless, the indictment so far-fetched, and the whole infamous concoction so brazenly bold, and the approval of the plutocratic press so fiendishly indifferent to every principle of common justice, that the people seem to stand aghast at this legal conspiracy against labor.

But it is not the treason cases I want to discuss. I have merely referred to them to better call attention to a fact which is forcing itself upon every thoughtful laboring man—the fact that the plutocratic capitalists in the United States have so entrenched themselves in the laws of the country, have so bribed and purchased courts and legislatures, that they control both civil and military authorities and are becoming bold and open in their movements for the subjugation of labor and the establishment of absolute wage slavery.

And this purchasing of law is going right merrily along while the people slumber. No sooner does some avenue to greater freedom open up before labor than it is promptly heralded by plutocracy's press and as promptly closed by plutocracy's hired minions. And so bold has the press become that there is no longer the slightest hesitation about demanding of congress or the state legislatures laws for strengthening the mastery of the ruling class, utterly regardless of the right or wrong involved. From the *Railway Review* I clip a paragraph which furnishes a case in point.

The *Review* comments at length upon the wild rumor that the switchmen will strike next summer during the World's Fair. The story is evidently doubted by that journal but it realizes that such a strike would be disastrous to the corporations and proposes to be on the safe side. It says:

But there is a remedy, and now is the time at which that remedy should be applied. Let congress pass a law, in the regulation of interstate commerce, requiring that thirty days' or other sufficient notice shall be given by both the railways and their employes of their intention to terminate existing relations, and making it a highly penal offense for any person or persons to wilfully and premeditatedly do any act, or omit to do any act, which it is their duty to do, in any manner impeding or interfering with interstate commerce. In other words, in so far as a railroad strike is a menace to the public and a source of damage to the people, make every striker amenable to penal legislation.

And so it has finally come to this, that congress is asked to make striking a criminal offense! And to "do any act" or to "omit to do any act" that shall be deemed in the line of "their duty to do," is to be made a "highly penal offense." In heaven's name, can infamy go farther than this without actually bringing out the rack and thumb-screw? Are not the corporations satisfied that when men ask for the same pay that other men get for doing the same work the militia can be called out to enforce the old wages? Have they so soon forgotten the utter helplessness of labor at Buffalo? Is it not a fact that five hundred switchmen, who asked for nothing but the hours established by law and the wages fixed by custom, were surrounded

by eight thousand soldiers and at the bayonet's point driven to submission?

But the corporate Shylock is not satisfied. The money is not enough. The last penny wrrenched from the hand of helpless toil does not appease the Shylock of 1892. There must be retribution, punishment, revenge. These men must be made submissive. They may strike again. Fear—fear of Shylock's revenge—must fill their souls. Slaves must fear or they are not slaves. The soldiers are good so far as they go, but congress can go farther. It can make striking a crime—a “highly penal offense.” Who will strike with the shadow of the penitentiary upon him? Would not the laborer rather pinch along sharing half starvation with his wife and children than leave them to starve altogether while he wore the penal stripes? Yes, if the corporations can but get a law to put a man in the penitentiary for striking, wages will rush downward until they reach the starvation limit and millions upon millions of dollars that now go to fairly paid labor will remain as profit in the hands of the corporations.

Let us look candidly at this proposition of the *Railway Review*. Instead of being dumbfounded at the depths of its infamy let us see just what this proposed law would do if enacted. It is given a semblance of fairness by requiring both employe and company to give “thirty day's notice” of any intention to “terminate existing relations.” This would be of little value to the employe who could not go to look for another place until the time came to leave his present one. But on the other hand it would render ineffectual any attempt to right wages by the strike, for with a short notice the company could assemble a force of scabs sufficient to “reorganize its service,” as was done in the famous Northwestern lockout. But even if the corporations could not promptly find a human being so distressingly impoverished and so contemptibly degraded as to take the places of their employes it would be of no consequence; for by the provisions of this law the employe must work thirty days or be held guilty of a “highly penal offense.” It does not matter what the company has done. It may have decided that the road is unprofitable and reduce wages one-half, but the employe who refused to work for thirty days is liable to punishment.

It may be that the company has decided to discharge its union engineers, one by one, and replace them with non-union men. Any firemen who should refuse to work with one of the scabs would be omitting to do an act “which it is their duty to do” and “interfering with interstate commerce.” Therefore he is guilty of a “penal offense,” and can be sent to the penitentiary. No matter what grievance an employe or class of employes may have it must be borne thirty days and then the only remedy is to quit and leave, for to strike means to wear the stripes of the convict and occupy the cell of the felon.

With a law such as that on the statute books the railroad men would be actual slaves and the corporations their absolute masters. Between the helplessness of the former and the grasping greed of the

latter there would be no barrier. The spirit of independence would be legally strangled. Wages would drop to the sum required to purchase existence and to his serf-like task every employe would be driven by the pitiless lash of hunger. Fear would dwell in every household and upon every cottage would fall the shadow of the penitentiary.

Rebellion against these conditions would be "anarchy," for they would be established by law. But the truth is that whoever threatens the liberty of the people is the real anarchist. The really dangerous classes of the United States are those who, with unlimited wealth and power, are legalizing every crime that they may rob by law, and asking congress to give them greater power for the people's subjugation. If those whose only weapon of defense is what we call the strike would not be caught in plutocracy's legal drag-net they must strengthen their ranks and look well to the issue. Almost every trade and occupation of the nation is far more solidly organized and better prepared for defense than are the railroad men. Unless something is done, and done speedily, to meet this advancing banditti of organized monopoly it is but a question of time when railroad labor will find that stripes for strikers have become lawful.

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## SHORT STUDIES IN POLITICAL ECONOMY.

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BY WILLIAM P. BORLAND.

### No. 1.

Political economy is generally represented as an exceedingly dry study; but it is not nearly so dry as it is represented to be, and when the student has once thoroughly entered into the study of the science he will find it of absorbing interest.

There is one circumstance which, more than any other, has given political economy the character of an inexact science, and detracted greatly from the force of its conclusions; it is that the science is restricted, in its use of terms, to words that have a variety of meanings in common use. It must speak of wealth, value, rent, interest, etc.; these terms are used in varying senses, in common speech, and the student, if he expects to derive any satisfaction from the study of the science, must clear these terms of all ambiguity; he must assign to each term a fixed and definite meaning, and use the term in that sense alone; even after he has assigned a fixed meaning to a term, if, in the course of his deductions, he allows himself to lapse into its common meaning he will find his conclusions of little value.

Nevertheless, workingmen, of all others, should cultivate this sci-



ence; they should be able to express clear and definite ideas as to their economic position in the social structure, and they will only be able to do this by cultivating a knowledge of political economy. Political economy is called "The Science of Wealth." Why, then, should not the wealth creators—workingmen—make it a study? I would like to see every labor organization in the land devote one or two meetings each month to the discussion of economic questions; it would broaden the views of individual members to a wonderful extent. It is the purpose of these papers to point out some of the pitfalls in the science, and awaken interest in its study in the minds of workingmen.

Let us begin with a definition of terms: Wealth. Here is a term that is surrounded with much ambiguity; many include all things having the slightest utility for man in the term, others define only those things which possess value as wealth, and there are economists who tell us in one sentence that value is wealth, and in another sentence that labor creates all wealth; which is the same thing as saying that labor creates all value. (We will attend to that when we come to consider value.) At present I want to call attention to that proposition: Labor creates all wealth. It is correct, and if it is kept in mind there need be no ambiguity connected with the term wealth. Just remember that those things which have been acted upon by human labor so as to fit them for the gratification of human wants are wealth, and none others, and you will not go far astray in your deductions. Those persons who include all natural forces, and all utilities of whatever nature, in the term wealth, are merely playing with language; it is impossible for them to arrive at conclusions which are consistent with their definition, as a perusal of their works will show. To a somewhat less extent, also, is this true of those who include all those things which possess exchange value as wealth. There are a great many things which possess exchange value that cannot properly be considered as wealth; a government bond possesses value in exchange, but it is not real wealth; so also do notes, stocks, mortgages, bank bills, bonds and other evidences of debt possess value, but none of these things are wealth, inasmuch as the increase or decrease of these things does not affect the sum of wealth in the slightest. They might all be destroyed without decreasing the wealth of a community by the value of a pin. These things represent, as between individuals or sets of individuals, the power of obtaining wealth already created. It is this power that invests them with value, and not that they possess any of the attributes of real wealth. They might all be destroyed without affecting the aggregate of wealth, because the wealth that would be lost by the owners of these things would be gained by those who were compelled to pay, and the sum of wealth in the country would remain as before. What is true of these things is, in like manner, true of franchises, lands and other natural opportunities; increase in the value of these things enables their owners to command more of the wealth which is existent, but what they gain those who must pay the increased value must lose, and the aggregate of wealth remains unaltered; and

again, now remember this: only such things are wealth the production of which increases and the destruction of which decreases the general sum of wealth. When we come to analyze this idea we shall find that, not only are all such things the product of human exertion, but they are really the only things which are included in the common understanding of wealth. When we speak of a community as having increased in wealth during a certain period, as when we say that New York is a wealthier state now than it was in 1870, we do not mean that there is more land or more people there than formerly; neither do we mean that there are more notes, mortgages, bank bills, etc.; we mean that there has been an increase in certain tangible things, having actual and not merely relative utility; we mean that there are more houses, ships, wagons, food clothing, furniture, machinery—in a word, we mean that there are more “goods” there than formerly.

The common character of all such things is that they consist of natural products or substances that have been adapted, by human labor, to human use. The destruction of such things is a destruction of wealth; their increase is an increase of wealth, and the community which, in proportion to its numbers, has the most of these things is the wealthiest community.

Thus wealth, as alone the term can be used in political economy, consists of natural products that have been moved, altered, separated, combined or in other ways modified by human exertions so as to fit them for the gratification of human wants. Nothing which nature supplies freely to man without his labor is nor can be wealth. Remember it.

[To be continued.]

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## CONCERNING MONEY.

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BY A. J. GRAY.

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We are told by one school of reformers that the present maladjustment in the distribution of wealth, causing the impoverishment of the wealth producer, is caused by the monopoly of money.

They argue that if there was more money the rate of interest would be less, and if the rate of interest was less it would be easy for wealth producers to get capital with which to engage in productive industries.

Hence, they contend, an increase in the volume of money would cause the starting of new enterprises, the reviving of old ones, the employment of a greater number of laborers, an increase in wages, and make “times” much better for everybody. They affirm that



business stagnates because there is not money enough to carry it on. Money is not capital, it is not wealth, it is but a representative of value with which exchanges are facilitated. While money generally facilitates exchanges, it is not essential to the making of them. In fact, by far the greater number of business transactions are now carried on by a system of credits, through banks, and if the people, generally, were educated in the use of banks all the money in the United States, except the fractional currency, could be withdrawn from circulation without the least inconvenience to business. If each individual had credit at his bank for the cash value of his property the check book could take the place of the pocketbook and a system of drafts upon bank credits would take the place of money and credits of the bank, and at the bank, could be loaned and made just as available as money is at the present time. The volume of business transactions in this manner is steadily increasing.

Those who contend that the present depression is caused by the monopoly or scarcity of money can be likened unto one who, if the government should cause forty-four standard gallon measures to be made and one sent to each state to be used in measuring some commodity which it might require in payment of taxes, would contend that the production of that commodity was restricted because there were no more gallon measures provided by the government. If it was made unlawful to measure that commodity in any measure other than those provided by the government its production might be limited to the amount which could be so measured, and so might the amount of money issued limit the volume of business if it was made unlawful to make exchanges without using money, but in no other way could it materially limit the production or exchange of commodities. That we may produce and exchange, we are not obliged to have money, but we are obliged to have labor, and land, and, in most all modern methods of production, capital in some form is required, but all these can be obtained without money if we have credit.

If the volume of money was doubled it would not add a dollar to the wealth of the country, and it would not lessen the effort required to produce a bushel of wheat, a ton of coal, or any other commodity. Neither would the relative value of interest be changed for the value of money is determined by the relative effort required to obtain it, and were it increased to such an extent that it became easier to get, it would cheapen, or the value of labor products and land would appear to increase until the same amount of effort would be required to obtain them that was required before the volume of currency was increased. To illustrate, suppose before the increase in the volume of money a day's labor was worth a dollar, or a bushel of wheat or two hundred pounds of coal, or a square rod of land, and after the increase a day's labor would be worth two dollars, does any one pretend to say that the owners of wheat, coal, or land would then give for one half day's labor that which cost them the labor of a whole day? Or that the laborer could then get two bushels of wheat, four hundred pounds of coal, or two rods of land for a day's work?

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It would then require an outlay of two dollars to purchase that which could have been purchased with one dollar before the amount of money was increased. The rate of interest would remain the same, but the amount of interest required to be paid on an investment in land or labor products would be doubled, because it would require twice as large a sum of money to make the investment. This is true because money is but a representative of value, a medium by the use of which we make exchanges. It is not the money which we want, but that for which the money will exchange, and the value of that is determined by the relative amount of effort required to obtain it. If the volume of money was increased to such an extent that it would be as easy to get two dollars as it now is to get one, and the amount of effort required to produce wealth remained the same, the value of money would decrease one-half and the amount of effort required to procure labor products, or land, would remain the same.

This would help only those who had contracted debts before the increase of money, and what it gave to them it would take from their creditors. The wealth of such men as Gould, Vanderbilt and Astor is not in money, so that it would be diminished by an increase in the volume of money, but it consists in those things which would be increased in value by the cheapening of money; and the purchasing power of the incomes of such plutocrats would not be diminished by an increase of money, neither would the conditions be changed under which a constantly increasing ratio of wealth productions flows into the hands of those who are not now able to consume a tithe of their incomes. The wealth produced is now divided between producers, landlords and capitalists, and should the volume of money be increased, the relative portion going to each would not be changed, hence, the wealth producer, the laborer, would not be benefited.

What the wealth producer wants is a change which will give him a relatively larger part of the wealth which he produces, measured by the amount of effort required to be put forth, and this we have seen, cannot be accomplished by increasing the volume of money to such an extent that it would be easier to obtain it, because the value of those things which labor needs in production would then increase until the amount of effort required to secure their use or co-operation in production, would be the same as it was originally.

If money could be used directly, in production, an increase in the amount of money would increase the production of wealth, but it cannot be so used.

Place money to the value of a locomotive before a train and it would not take the place of a locomotive to move the train; neither would money, to the value of a ton of coal, thrown in the fire-box, take the place of the coal in the generation of steam; neither would the wages of a fireman deposited in the cab take the place of a fireman. We ought to readily perceive that money can aid in production only as it is capable of being exchanged for that which can be directly applied to aid production. So, as before stated, it is not

the money which we need in production but those things which will help us produce; and as it is the amount of effort required to obtain those things which determines the amount which we can obtain, their money value is a matter of indifference.

This is not to say that the amount of interest required to be paid for the use of capital is a matter of indifference to producers. It only shows that *the amount of money in circulation* may be a matter of indifference, and that under present conditions an increase in the amount of money would not benefit the producer.

The share which producers are obliged to give for the use of capital depends upon that which capital can command invested in any way in which a valuable return can be had without the employment of labor, and as such a return can only be had by an investment in land, the increase in the value of which private ownership enables individuals to appropriate, the profit arising from investments in land must be the cause of interest, and determine the share of the product which capital can demand of labor for its use in production. Then the adoption of any policy which will make investments in land unprofitable, as investments, would materially diminish that part of wealth which now goes to capitalists, and at the same time it would reduce the part which now goes to landlords, thus it would have a two-fold operation in increasing the part which would go to the producer.

Such a policy is a tax on land values exclusive of improvements.

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## YES, SCIENTIFIC TAXATION.

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BY GEORGE C. WARD.

### No. 1.

I notice that in the November number of the MAGAZINE, there appears No. 1, of a series of articles from the pen of our mutual friend, Mr. W. P. Borland, under the same caption used by myself, to-wit: "Scientific Taxation," except that Mr. Borland adds an interrogation point.

Mr. Borland commences his article with the following paragraph:

I have perused the series of essays which have appeared in your valuable MAGAZINE under the above caption, with much interest. The articles are interesting, and, as illustrating the nonchalance with which a certain class of reasoners ignore well known economic laws, instructive.

To which I respond that "well known economic laws" very often prove to be mere bosh, as, for instance, the Gresham law, which states that cheap money will always drive dear money out of circu-

lation, which law France, for a number of years, has proved to be a fallacy. Many, who, in the past, have put their trust in "well known economic laws" have, in the end, been just as completely confounded as will be the single taxers when they try to realize their hopes for free trade and the single tax, as a result of Democratic legislation.

When 14 years of age I left home, a sailor boy, "to plow the ragging deep," and therefore, only obtained the rudiments of an English education, so that I am ashamed to admit that devoid as I am of technical scientific education, I do not understand many of Mr. Borland's scientific and abstruse phrases, as for instance:

In justice to Mr. Ward, it may be said his error lies almost wholly in the premise; so far as I have been able to discover, there is but one logical defect in his entire argument, and that consists in the material fallacy of reasoning "from a statement under a condition, to a statement simply."

But I have a faint glimmering of what he means when he says:

The error lies in the implied assumption that economic rent, as it at present exists, would be in no wise altered under the operation of the single tax; when the indisputable fact is that by reason of the destruction of the speculative margin, what is now termed economic rent, would in all cases be greatly reduced, and with respect to those cases upon which Mr. Ward reasons, it would, to a great extent, be entirely obliterated.

To which I answer that although single taxers are very fond of using the terms "speculative margin" and "economic rent," there are very few of them that have the most remote idea of what the terms really mean.

As for instance: There is no "speculative margin" attached to the *selling price* of a Kansas or Texas farm. The "speculative margin" is all such portion of the price asked for land, by land speculators, above such a price as the actual buyers, for use, are willing to pay. This may not be a scientific but it is a common sense definition. "Economic rent" is the legal, current rate of interest upon the actual, cash, selling price of the land. Single taxers need to master these rudimentary principles before they conclude that they experience no difficulty in discerning the illogical and worthless character of the figures which are paraded with such a show of exactness, and turn their attention to a refutation of the statement that "speculative margin" attaches only to land bought for speculative purposes, and is, in no sense, a part of the actual selling price of land bought for use and occupancy in a farming country, where every tract of land is for sale at some price. What people pay for land in such a country is the "natural price" consequent upon the pressure of population. The margin above what people are willing to pay is the "speculative margin." My figures must stand.

Mr. Borland says he will pay no more attention to this phase of the argument, but proceed at once to the more important one involving the three following contentions:

Economic rent is always expressed in price, and invariably falls on the consumer.

Economic rent is not created by the action of natural law; it is the result solely of non-occupying landlordism.

Being the result of artificial social conditions, economic rent may be abol-

ished by simply abolishing the conditions favorable to its existence, and by so using the taxing prerogative as to do away with non-occupying landlordism, it would entirely disappear.

He then expresses himself as follows:

Now, I think I have stated Mr. Ward's position as fairly as he could have done so himself; I must give him credit for presenting a highly ingenious argument, and one which must appear conclusive to those persons who fail to analyze it. In order to fully expose its weakness, it will be necessary to proceed in rather a roundabout manner, and approach the subject of rent through an analysis of price.

It would appear at first blush, as if Mr. Borland understood and had fairly stated my position, but upon reading further, I find that he does not understand me at all, because, 1st. He branches off into an argument concerning *production* and the *cost* of production. 2nd. He endeavors to spread me out all over God's green earth, in his effort to demolish my position.

It thus becomes necessary for me to explain, or rather call attention to the fact that in the article he is criticising, the language he criticises runs thusly:

My position is this: I claim that it is not individual land ownership, but non-occupying landlordism that is responsible for the existence of the factor, "economic rent." That non-occupying landlordism acts in the nature of a protective tariff in protecting occupying land owners in the absorption of "economic rent." That if "use and occupancy" were made a prerequisite to land ownership the natural law of competition would first wipe out "economic rent" and then cut down profit and interest, while the single tax would perpetuate rent by collecting it as a tax.

And this was the remedy offered:

A tax equal to the full rental valuation, or economic rent, should be levied upon land occupied for business purposes by others than those who own it.

There should be levied a cumulative graduated tax upon all unused and unoccupied lands. No other land should be taxed.

I supposed that any one would remember that land "occupied for business purposes" must be situated in cities and towns. And, as I do not propose to tax unoccupied lands in the country, at all, I tacitly admit that there is no economic rent inhering in occupied farm lands.

But I must insist on not only confining my language to cities, but also on confining the argument in each case, to each city for itself and by itself, and not in competition or comparison with any other city or cities.

And then I must insist on leaving out of the question any discussion as to production or its cost, relatively, in different locations. These terms "margin of production" and "natural price," are very foggy and but poorly understood, besides which, they have reference to a condition of affairs which have nothing to do with rent or the land question, but are the product of an idiotic and unscientific system of transportation. Apply the postal system to freight transportation, and all land will become of the same value, while the margin of production would be obliterated. At the end of any fiscal or calendar year, divide the gross receipts of the railroads, on account of

freight, by the number of tons freight handled, and charge the average rate thus found, for a hundred pounds of freight, whether it be hauled one mile or one thousand miles, and distance is at once annihilated as a factor in the cost of production, and differences in rent per acre must be the result solely, of different degrees of fertility. All lands will become of the same value providing they will produce as much an acre, and locality will not figure in the item of cost.

Mr. Marshall says: "The term price is economically qualified by the terms 'market' and 'natural.' In all forms of industry there is always a point where the price received for the product created is just barely sufficient to pay the necessary cost of its production, which necessary cost is wages when production is carried on by labor alone, and wages plus interest when labor and capital unite in production: the point where price just covers this necessary cost is the economic 'margin of production,' and the necessary cost at this point is what is termed 'natural price.'"

In a small pamphlet by Mr. Henry George, entitled "Taxing land Values," in the thread of an argument advanced to prove that the single tax could not be shifted by being added to the price of commodities, products, wares, etc., I find the following:

Not to multiply authorities, it will be sufficient to quote John Stuart Mill. He says, (section 2, chapter 3, book 5, "Principles of Political Economy"):

A tax on rent falls wholly on the landlord. There are no means by which he can shift the burden upon any one else. It does not affect the value of price of agricultural produce, for this is determined by the cost of production in the most unfavorable circumstances, and in those circumstances as we have so often demonstrated, no rent is paid. A tax on rent, therefore, has no effect other than its obvious one. It merely takes so much from the landlord and transfers it to the state.

Commenting upon the foregoing paragraph, Mr. George says:

The reason of this will be clear to everyone who has grasped the accepted theory of rent—that theory to which the name of Ricardo has been given, and which, as John Stuart Mill says has but to be understood to be proved. And it will be clear to every one who will consider a moment, even if he has never before thought of the cause and nature of rent. The rent of land represents a return to ownership over and above the return which is sufficient to induce use—it is a premium paid for permission to use.

It is of course very presumptuous in me to dare criticize one who, like Mr. Mill, is surrounded with a halo of economic wisdom and exalted upon a pedestal of fame. Perhaps I simply afford an illustration of the adage, "Fools rush in where angels fear to tread." I can't help it, however, for I either do not understand Mr. Mill's proposition, or else I take square issue with him. It is a pity that Mr. Mill did not define his proposition more clearly. Does he mean that the highest cost of production determines the price of products? If yes, then the landlord is not the sole receiver of "economic rent" in the case of land upon which the cost of production is less than the greatest. It is a commonly accepted theory that the price of products is determined by, or equal to the cheapest cost of production which would be the cost in the most favorable circumstances, or where the highest rent is paid.



I must humbly confess that to me it is not clear, but is all a muddle. Let me illustrate. The nearest approximation to free land in a city or town, would be the location suitable for business purposes, which could be obtained for the least rent. This would, at the best, be a poor business site, in the suburbs or outskirts of a city. The tenant or business exploiter upon such a location as this could but expect at the most, "a bare subsistence" from his business, after paying rent. Indeed, Mr. George's argument tends to prove that rent is all above a bare subsistence which can be made upon a tract of land. If, then, any business exploiters, merchants, bankers, professional men, etc., accumulate any wealth, after paying rent and receiving a subsistence or living, Mr. George is at fault and his rule will not hold good. Now it is a well-known fact that many business men and firms, professional men, bankers, loan brokers, saloonists, etc., pay heavy rents and yet manage to accumulate enormous fortunes. This would seem to prove: 1st. That "economic rent" did not absorb all "above the return which is sufficient to induce use." 2d. That "unearned increment" does not consist wholly of rent but partly of interest and profit. Now take agricultural lands. We will assume that the basis of computation, lands for which no rent is paid, will produce 20 bushels of corn to the acre. According to Mr. Mill, the labor necessary to cultivate an acre of ground or to produce 20 bushels of corn on free land determines the price of the entire corn crop. Let us examine this theory. We will introduce three more grades of land, producing respectively 30, 45 and 60 bushels of corn to the acre. Each grade is occupied by a tenant who pays one-third of the corn raised as rent. (This is customary rent.) Of course, it is understood that it takes no more labor to cultivate one acre of corn in one location than in another. Now, then, A raises 30 bushels, pays 10 bushels rent and has 20 bushels per acre left for his labor, or cost of producing the crop. He is upon an exact equality with the man occupying the free land. B raises 45 bushels to the acre, pays 15 bushels rent and has 30 bushels per acre left for his labor or cost of producing the crop. C raises 60 bushels to the acre, pays 20 bushels rent and has 40 bushels per acre left for his labor or cost of production. Now if the value of the labor of the man who tills the free land determines the price of the whole crop of corn, A gets normal wages, B gets 50 per cent. more than normal wages and C gets double normal wages. Either Mr. Mill is wrong or Mr. George is mistaken. If Mr. Mill is right, then B should pay five-ninths of his crop as rent, instead of one-third, while C should pay two-thirds instead of one-third. If Mr. George is right, then price is determined by cost of production under the most favorable circumstances, i. e., where the highest rent is paid.

It must be borne in mind, however, that this cost of production does not figure in a discussion concerning the rent of "valuable lands" in cities. Very little of such land is used for wealth production. They are nearly all used for wealth absorbing business. Interest and profit, and not labor, are the factors through the medium of which users of "valuable lands" in cities amass wealth. The more

interest and profit it is possible to absorb upon any given location or site, the more rental value attaches to such site, and the rent comes not out of the "exploiter" or business man, but is an indirect tax upon the whole people.

It would appear to me that very much of the sophistry and many of the fallacies, connected with what is known as the single tax argument, might be exposed and brushed away by the following simple statement, to-wit: The value and uses of land may be classed under three divisions, as follows:

- 1st. For residence purposes, and held vacant for speculation.
- 2d. For the production of wealth.
- 3d. For the absorption of wealth.

Land embraced in the first division is the only land the value of which can truthfully be said to be the direct result of the efforts of the community or people. The value of lands in the second class depends upon the success and profits attendant upon the production of wealth. The value of the land in the third division is dependent upon the success and profits attaching to the absorption of wealth. Like causes produce like effects. If private ownership of land enriches land owners at the expense of the residue of the people, then all land owners should be rich, especially those who owned good farms twenty years ago. If the economic and financial systems of the nation are just and equitable, tending to give to all equal rights and opportunities, and special privileges to none, then lands will increase in value in about the same proportionate rates, with the preponderance of increase, if any, in favor of land used for the production of wealth. If, on the other hand, class legislation of all kinds has resulted in special privileges to dwellers in cities and towns, while a wretched financial system and sharp commercial practices, cause high interest and abnormal profits, then business properties in cities and towns (single taxers' "valuable lands") will enormously increase in value, at the expense of agricultural lands. Taking a steadily increasing "rental value," or "economic rent" as a tax, will not remove the cause which results in enormous increase in the value of lands in cities and towns. Returning to the argument, we find that upon free land, the title is held by occupation, and not in fee simple by title deeds. The economic definition of the term "rent" is either the annual payment made for the use land, or the capitalization of such annual payment in the form of purchase money. Now, there are two factors which enter into the determination of advantageous and disadvantageous locations, or sites for agricultural purposes. These are relative fertility, or productiveness, and relative cost of transportation to market.

In the foregoing argument I took 20 bushels of corn per acre as the basis or unit of productiveness upon free land, and the labor necessary to cultivate an acre of ground as the unit of labor performed. Then taking the common, average rent of one-third of the crop as the unit of rent, I endeavored to show that A, who raised 30 bushels to the acre, made the same wages as the man upon free land. B, who raised fifty bushels to the acre, made fifty per cent. more wages than

did the occupier of free land, while C, raising 60 bushels per acre, made double the wages of our free land man. That is assuming that the cost, in labor, of raising an acre of corn upon free land, determined the price of the whole crop of corn.

Taking the factor of the cost of transportation, we arrive at the same results. For instance: Put our "free land" man on land that produces 40 bushels to the acre, but 400 miles from a good grain market. Then put three other men at stages of 100 miles apart, on 40-bushels-to-the-acre land each, paying one-third rent. It will be found that as we travel toward the market, each one of our tenants receives relatively higher wages for the cultivation of an acre of land, than did the man 100 miles further away from market; i. e., he produces corn more cheaply. Now, this may not prove Mr. Mill mistaken, but if it does not, it does prove that prices of products are determined, not by the lowest but by the highest cost of production. This explodes all commonly accepted theories and wipes out the argument that "bonanza" farms, by their cheapness of production, are driving the small farmer to the wall. It would also seem to prove that the science of rentals or landlordism is not yet fully developed in the United States, as it would appear as if the tenants received some portion of the "economic rent," which landlords are said to invariably absorb.

Now, returning to the three-fold contention Mr. Borland is trying to refute. Take an example: A occupies his own business site and makes a living, and a surplus income, through the medium of profit on goods sold. B is a tenant upon the adjoining business lot, and out of the same rate of profit realized by A, must pay his rent. I continue to assert that if both men occupied their own lots, competition between them would annihilate the margin now realized by A, as net income, and paid by B, as rent; that is, unless they entered into a trust and continued to charge as much for goods as before, both of them making the margin formerly only made by A. In other words, the non-occupying landlord acts in the nature of a protective tariff to the business man occupying the lot owned by himself. From the fact that both men, likely, buy of the same drummer, at the same price, all Mr. Borland's labored argument about price, falls of its own weight.

Mr. Borland whip-saws as follows:

It is a well understood economic maxim that the same article cannot sell for different prices in the same market. There is a portion of this product of ~~the~~ <sup>which</sup> that must sell for \$2; this leaves no margin whatever for rent, and this being the "natural price," sets the price of the whole product; hence it is impossible for rent to be expressed in price. Now, here is the fallacy: It is not the cost over the whole area of production that sets the price at the margin, but it is the cost of the margin that sets the price for the whole area. If rent were expressed in price, we should have this logical necessity: as rent increased so would price increase, and where rent was the highest there would price be the highest.

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It will be noticed that in order to maintain his conclusion, Mr. Ward must advance the proposition: rent regulates price, etc., etc.

Not at all. Suppose Mr. Borland wrestles awhile with this propo-

sition: Rent is a part of, and is included in the price of all goods sold. Were there no landlords to pay rent to, price would be reduced in just the amount now paid as rent to landlords and absorbed as rent by those occupying their own land. Of course, I never meant that destroying non-occupying landlordism in Chicago would abolish rent in Kansas City, but I do assert that it would disappear in Chicago and in Kansas City, were non-occupying landlordism abolished in both cities. Mr. Borland has not only not demolished, but he has not even touched my arguments.

[To be continued.]

## THE COMING CIVILIZATION.

BY JOSÉ GROS.

No. 1.

When we study the general conditions of modern nations, we can hardly doubt that they are in search of some new departure for future developments. We refer to the working masses and to the thinking men and women among the classes more or less at ease. We don't refer to the bulk of the classes at ease. They are still essentially retrograde. They have always been so. We are willing to acknowledge that we have to-day a larger proportion, in those classes, willing and anxious to work along fundamental lines for the upheaval of humanity. We can go no farther than that. The bulk of the well-to-do are still in the rear, taking care of the baggage in the march of civilization, delaying that march as much as possible, constantly creating alarms about supposed attacks in the rear, so that some of the timid advancing forces may fall back to protect that rear and thus weaken the vanguard and its supporting columns.

Now, who are the timid advancing forces and those willing to advance but afraid of it, playing in the hands of the fellows in the rear? They belong to all classes, more or less, from top to bottom in the social structure. But, suppose for a moment that the timid in the upper and lower middle ranks should stop being timid and thus become brave. How long would the ranks below remain timid? Not very long, it seems to me.

For over forty years the writer has had the opportunity of studying on both sides of the Atlantic, the general tendencies of the upper and lower middle classes, including, in the latter, what we may call the pinched and genteel middle classes, often more pinched than the <sup>best</sup> classes in the labor ranks, farmers and wage earners. The pinched and genteel middle classes are often very amusing. Having received a choice education they may possess the aristocratic passion; they may live in aristocratic dreams, always and forever struggling to <sup>be</sup> the aristocrat. It is not altogether their fault. It is also due to that choice education, choice in ornamentals but far from choice in fundamentals, because unsymmetrical and incomplete.

That general timidity, peculiar to all the middle classes, the pinched one, the genteel one, and the one more or less at ease, that timidity must necessarily radiate from that incomplete education so full in ornamentals and so lacking in fundamentals. This seems to be corroborated by what we can notice when we come in contact with the very men and women who, although belonging to such middle classes, have come out as brave reformers in the cause of humanity. Such men and women have generally left behind them the petrified thoughts of their own class, and have decided to think with their own minds, so to speak, to think by themselves, regardless of all class prejudice, eliminating all traditional thoughts resting on narrow conceptions, on petty fears of class antagonisms, on all mean aspirations of aristocratic exclusivism. Such men and women are trying to educate themselves in fundamentals, trying to broaden their sympathies so that to embrace all classes of men in their general views of life.

We all know that Christ exhorted his followers to strive for a new birth. He evidently meant new thoughts, new principles, emotions large and holy, far transcending the petrified thoughts, principles and emotions of that day. We all need a new birth to-day just as much as the men nineteen centuries ago. We all need to rise above the emotions, principles and thoughts petrified by human selfishness, by that narrow class esteem which so dwindles all our tendencies, all our feelings, all our faculties! Yes, from the best educated man and woman down to the most ignorant one; from the fellow with millions of dollars income down to the one with \$2 daily wages or even less; we all need to be born again, we all need to be rocked in the cradle of sound fundamental thoughts embodying universal love, love towards all men, love towards all truth.

Most people will tell you that they love all men and all truth; but you try to enter into a conversation with them, dealing on any of the problems of the day, and it will not be long before you discover that they love but a certain group of men and this or that truth. That that should happen with the struggling classes of society with limited education and poor surroundings is natural and inevitable. But that happens with the bulk of those who have received what we call a good education, with those who live more or less at ease or are constantly hanging around them and crave to form part and parcel of the well-to-do in the high ranks of society. Outside of a small percentage all such people are afraid of a radical improvement embracing the working masses in all human industries. They dread a leveling down, on their part, if the millions below rise too much. Would they dread any leveling down process if they really loved the classes below? Would they even imagine the possibility of any such leveling down if they really loved all God's truth?

When we do love all men and all truth, we are then afraid of nothing in the realm of human progress. We then see the grand solidarity of all truth as we then see the grand solidarity of all men! How could the latter exist without the former? And how could God exist without the two? If all truth comes from God, if all beauty in the physical and moral order radiates from Him, then, how can any

one truth be at war with any other, or how can we have any unsymmetrical developments in the physical or moral order as permanent factors established by God Himself?

No wonder that even many men and women packed full with good intentions are timid about this or that fundamental reform and doubt that any grand results may be brought about through this or that process. They have not yet conceived of a symmetrical Power at the helm of the universe. That is the trouble with them. Hence that education of ours, lacking in fundamentals and permeating yet the bulk of the best classes, or those who by rights should be the best because of greater facilities all through life and less abnormal surroundings than the masses below, hence the scanty number of fundamental reformers as yet. But we should not be discouraged on that account. Ours is the first historical period which has enjoyed the privilege of containing a constantly growing group of such radical reformers, indicating a new departure in the march of civilization. Ours is the first period in the whole history of humanity when numbers of labor papers have been seen, edited with the greatest intelligence of the age, proclaiming the noblest conceptions that have ever been embodied in human language. That is enough to begin with. The rest shall inexorably follow, even if slowly and painfully.

What we all should remember, in the glorious struggles before us, is that strength depends on solid conceptions of life, and therefore on solid conceptions of God, solid because representing high divine ideals to be realized just as soon as men do their best to accomplish what is right for all.

The sluggish civilizations of the past and the present have been the result of human inertia, not of divine inertia, as they have always been trying to teach us. What can we expect of men who, when pressed hard in the solution of human problems, directly or indirectly assume that such and such achievements are too much for us to expect because of the many who shall never be up to the required standards in life? That idea alone destroys all their initial force and builds up that inertia which has so far prevented any radical advances. That alone establishes two groups of men totally apart from each other, one in close contact with God, and the other at war with Him. No solidarity of humanity, and hence no solidarity of God's laws! No symmetry between the physical and the moral world! No principles of general ethics with which to normalize the conditions of all men! No inexorable sequence between healthy physical conditions and healthy spiritual developments! A God of anarchy in the moral order, yonder, in the infinite—not a God of order among men as He is a God of order in the cosmos!

Now let us ask to ourselves the following question: Why have some men forever insisted upon making us believe that the grand sodality of God's universe is a mixture of grand symphonies on one side and great anarchies on the other, for some time, anyhow? Because, if we don't believe that, then we plain people shall set thinking with our own minds, taking nothing for granted from the men above, and we shall then rectify civilization regardless of the fancies



of any set of men. And that thinking process has already commenced! And that rectification may commence before long!

Suppose that now we let our minds rest for a few seconds on the following sublime sentence: "He that believeth on me the works that I do shall he do also, and greater works than these shall he do; because I go into my Father." Men are then promised the power of performing even greater works than the One who was always tender and lovely towards the poor and the oppressed; the One who was only harsh towards the top men controlling the civilization and thoughts of the day, and the very fellows whom Christ evidently considered as the cause of all social iniquities. He could not then refer to those magnates when He promised to men the potentiality of doing greater works than Himself. He referred to the working masses of humanity, to the ones who alone make civilization possible. But, what kind of works can those be, greater than Christ's works? It seems to me that that can only refer to the undertaking of establishing civilization on principles of righteousness, something that the top men have never done, although they have certainly controlled all the civilizations we know something about. Can anybody give us any better suggestion on the subject?

And now think of the finishing touch in that glorious sentence we have mentioned, viz: Because I go into my Father. That seems to mean: I go back into the infinite, back at the helm of the universe, there to see that you men have a gorgeous and rectified civilization, just as soon as you work for it, just as rapidly as you realize the absolute symmetry of my universe and the unbroken symphony of all my laws.

Yes, we can have a correct civilization if we work for it under the impulse of high ideals, always guided by the harmonies of God's truth and the melodies of divine love.

[To be continued.]

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## EPISODES OF 1848.

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BY MARIE LOUISE.

No. 1.

On the 23d of February, 1848, in Paris, a fierce insurrection had raged during two days. Late in the afternoon news spread all over the capital that King Louis-Phillippe had dismissed the Guizot ministry and summoned Molé to give him the portfolio. Hope was entertained that the revolution was over, and the inhabitants of Paris prepared for a grand illumination.

At six o'clock a large crowd collected in front of a house in the rue Bourg l'Abbé. In the court yard fifty Municipal Guards (a kind of police-soldier) had been shut up to protect the warehouses of the

gunsmith Lepage. The Municipal Guard was specially hostile to the people, and during the insurrection they had behaved in a brutal and even savage manner toward the insurgents.

On beholding these guards, who had acted with so much cruelty, the people began yelling in an ominous way and shouting, "Let them be disarmed!"

Some National Guards came and occupied the doorway to check the rush of the mob against the feeble gate. The yells and shouts of the crowd became terrific, and National Guards ran from all points to reinforce their companions who guarded the doorway. The mob, swelling from the rear, brought the front to press heavily on the frail gate—the only protection of the unfortunate Municipal Guards.

At that time a tall, strong man, his face all black with powder smoke and carrying a musket, rushed out of the crowd and ran towards the rue St. Denis, where a detachment of National Guards occupied the corner of the rue Bourg l'Abbé. Approaching one of the guards, a short, robust looking man, he whispered:—

"Etienne, come with me in all haste; the fifty Municipal Guards at Page's are going to be massacred by the populace; let us save them."

"They deserve to be massacred, Arnold," replied Etienne, "Since two days they have committed all imaginable brutalities, and always on unarmed men."

"I know it, Arago, but let us prevent the people from doing the same horrible deeds; let justice be tempered by mercy," replied Arnold with emotion, whilst tears danced in his eyes.

"I understand, Arnold," replied Etienne Arago, "let us hasten."

"Unbutton your coat, Etienne, and let your cross of July be seen," said Arnold, "the people will give way before that magic sign."

In two or three minutes they reached the scene of the tumult. The National Guards were giving way under the furious onslaught of the populace, and the cooped up Municipal Guards seemed doomed. "Vengeance! vengeance!" roared the mob, waxing more and more frantic as they longer and longer gazed on the hated guards.

Etienne Arago, the brother of the great astronomer of that name, rushed to the door of the fatal house. His name sounded all around and the paroxysm of fury in the throng around him abated perceptibly. He entered the court yard where were also a captain of the National Guard and the Mayor of the sixth arrondissement and a few National Guards.

"A long half-hour passed away, during which E. Arago, sometimes addressing himself to the National Guards, sometimes to the irritated crowd, endeavored to make an appeal to these sentiments of generosity which never lie dormant in the hearts of Frenchmen," says Mr. Percy B. St. John in his *History of the Revolution of 1848*. "At length he obtained pardon for the condemned Municipal Guards; but the people, become judge and sovereign master, imperiously demanded that their vanquished adversaries should retire unarmed, with their heads bare.

"The door having been opened, E. Arago announced to the soldiers the will of the people. The most part hesitated, that thought

their death inevitable; they wished to retain their arms and to die in combat. Their resistance was, at length, conquered by a formal engagement given them by E. Arago and some National Guards who were present, who promised to protect them from the vengeance of the crowd. The detachment was then ranged close by the door of the house.

"Hats off!" cried the crowd on seeing them march along conducted by National Guards.

"Hats off!" repeated Arago, addressing the prisoners.

"The Municipal Guards seemed to hesitate.

"Hats off before the people," again cried E. Arago in a louder voice, "Today, it is the people who command!"

"Officers and soldiers uncovered themselves. A small detachment of cuirassiers who happened by chance to arrive, helped to open the passage for them. The Municipal Guards defiled in single order. Lieutenant Bouvier, who was the last, took the arm of E. Arago. Several National Guards and other citizens marched at the side of the disarmed soldiers. A small number of troops of the line also assisted toward their protection.

"However, at the sight of those men who had scattered so many victims round them, the rage of the people was renewed. In the narrow streets which they traversed, the blouses of the workmen rubbed against the clothes of those men stained with the blood of the martyrs. The contact revived the hatred against them, and, as they passed along, pale and trembling, they received many blows, and thousands of cries were raised, both against them and against M. Arago, their defender.

"They have killed our brothers; let us have vengeance on them!"

"I have promised to save them," replied E. Arago, calmly and collectedly, "and I will save them, or you shall kill me first."

"But are you, then, their friend? Have you also shed the blood of the people?"

"The only answer which Arago made was to mention his name and show his cross of July on which the people who were near ceased from their menaces; but those who stood at a distance still continued their cries of vengeance, and there was some danger that the gallant defender of the Municipal Guards would be sacrificed without being able to save those for whom he risked his life.

"The party walked slowly along the rue Bourg l'Abbé, the rue aux Ours, a portion of the rue Rambuteau, the Marché des Innocents, the rue St. Denis, until the Place du Châtelet where they arrived on the Quay.

"Throw the wretches into the water!" cried the crowd in the most furious accents.

"Lieutenant Bouvier drew close to E. Arago and said to him in a voice of despair,

"To die! to die torn to pieces! And my brother has fallen this same year in Africa. I have a wife and children!"

"Take courage!" answered E. Arago, holding him firmly by the arm, "before they can touch you, they first must kill me!"

"An hour passed away which appeared an age, when by a clever manœuvre of the cavalry the crowd was driven off of the Quay, and Municipal Guards arrived at the Hotel de Ville, which was defended by troops of all kinds.

"They here pressed round E. Arago, and expressed their warmest gratitude for so nobly saving them from the fury of the people.

"Yes," exclaimed the brother of the illustrious astronomer, "I have saved you, but recollect well that you owe your lives to a Republican. To-morrow, perhaps even this evening, the combat will continue in the streets. I count on your honor that you will not again be found in arms against your brothers!"

\* \* \* \* \*

When Etienne Arago left the Hotel de Ville he met Arnold de Verchères on the steps waiting for him.

"Success has crowned our undertaking, Arnold," he said, "but our lives have been in danger several times. As you marched behind me the sound of your footsteps gave me faith and courage to brave that immense danger and terrible responsibility—for, Arnold, had you and I perished in this affair, two lives valuable to the Revolution would have been destroyed and in the great combat which must take place in the streets to-morrow our absence would have been felt. It is a question whether the lives of these fifty Municipal Guards would, in the present struggle, compensate for the loss of our own. To-day Liberty can spare none of her sons, for the combat is decisive. Fifty more soldiers on the side of tyranny and two less on the side of freedom, makes a net difference of one hundred and four in favor of despotism."

"What you say is true, Etienne," replied Arnold, "but how sweet it is to save human lives—to snatch individuals from the hands of a powerful mob—whatsoever mob it may be! Our death might have been detrimental to the success of French liberties, but it would have paved part of the rugged road to the universal brotherhood of men."

Etienne pressed the hand of Arnold de Verchères and said, "This is a lovely dream, comrade, but hark! . . . the fusillade which just now reverberates and shakes the welkin is no dream! Let us run to succour our brothers!"

"The fusillade is in the direction of the Boulevard de la Madeleine," said Arnold.

"I think it is," replied Etienne, listening breathlessly in expectation of another discharge—"Have you plenty of powder and bullets, Arnold?"

"Yes, I have," answered Arnold, "I took a fresh supply just a few minutes before I was told about the fifty Municipal Guards being in the hands of the people."

"Good!" said Etienne, "I am also well provided. Now let us run to the Boulevards—there is trouble over there—I feel it. Arnold,—one—two—three,—*allons au pas de charge.*"

In a few minutes they reached the Boulevards by the rue Montmartre, and lo! as far as their eyes could reach, a terrible scene was enacted there! Thousands of men, women and children were flying

in all directions, shrieking, bawling, cursing, raving! A squadron of cuirassiers were charging the crowd, sword in hand, trampling over a hundred bodies on the ground, lying weltering in their blood.

"This is serious work!" said Etienne, "it is a massacre—the people are all unarmed!"

"They all thought the revolution ended," rejoined Arnold, "see! all the houses are illuminated. The people trusted Louis Phillippe and his new ministry."

"Fools!—fools!" growled Etienne between his clenched teeth, "the people are fools!"

Just then a man, bareheaded, ran frantically down the Boulevards shouting, "To arms! we are betrayed!"

"What has happened?" asked Etienne Arago, stopping the man in his mad flight.

"The troops have fired on the unarmed crowd," replied the man, pointing towards the bodies scattered on the road, "and the cuirassiers have charged, sword in hand, trampling under the horses' feet the dead and wounded!"

"How did the soldiers happen to fire?" again queried Etienne Arago.

"We all thought the revolution was over and we were rejoicing. A column of students, without arms, turned the Boulevard singing, *Mourir pour la patrie*, and instantly the troops levelled their muskets and fired on the unarmed people. My hat was carried off by a bullet. Vengeance!—To arms!" the man shouted as he resumed his wild speed down the Boulevards to carry the news of the massacre.

"The effect was electric," says Mr. St. John in his history, "each man shook his neighbor by the hand, and far and wide the word was given that the whole system must fall."

"The revolution ended!" exclaimed Etienne, with a strange, guttural laugh, and shrugging his shoulders as none but a Frenchman, and especially a southern Frenchman, can do, "why, the revolution is only just begun! To-day and yesterday we have done but skirmishing work. The middle class was all in it. They fought to kick down Guizot and Duchatel. It is done. Now we will fight to kick down Monarchy. It will be done. The Faubourgs must rise to-morrow. Let St. Antoine's flood roll its foaming waves to the Place de la Bastille, and all Paris is deluged! Arnold, let us get a truck, and lay on it as many of these corpses as we can get. With that ghastly load we will traverse the Faubourgs and arouse their anger—the lion's anger!"

A truck was hastily procured and seventeen unclaimed bodies were placed on it. Drawn by eager hands the truck, preceded by a red flag and escorted by hundreds of mourners, descended the Boulevards, traversed the Place de la Bastille, and ascended the Faubourg St. Antoine. Every minute added hundreds of new mourners round the cortege.

On, on, and onwards, moved the dense mass of humanity, growing denser and denser at every step! Sobs, moans, groans and cries of vengeance rose and spread in the air as a herald of the lugubrious



procession, whilst spots of blood on the pavement told where it had passed. Merchants, clerks, artisans, came out of their houses with arms and joined the procession!

Onward and forward rolls the living mass, now become a human sea, waving and roaring and gushing, as it curves on the Place du trône and flows leftwards on the Boulevard Extérieur; advancing with its burden of bleeding and ghastly corpses made still ghastlier by the lurid and flickering light of torches!

The human tide has reached the Faubourg du Temple and Belleville; its arms are thrown towards the Faubourgs Montmartre and Poissonnière, and soon the entire Boulevard de ceinture (belt) is deluged! Paris is girded by the Revolution!!

The hideous funeral pile was then drawn to the center of Paris. On their way they halted at the office of the *Reforme*, the Republican paper. Ferdinand Flocon, the editor, came out and addressed the crowd, promising that justice would be done. The people replied, "To arms!"

The dismal cortege then pulled to the office of the *National* and called for the editor. Armand Marrast was too moved to speak, but Garnier Pages assured the crowd that justice would be done. A boy near the truck on which the dead lay, put his fingers in a gaping wound and holding them up to heaven, he cries—

"See them! I swear to wash away the stains only when they are avenged!"

Before midnight the tocsin was sounding from the top of the building of the *National*.

On the next morning the sun rose on barricades bristling all over Paris. Over two thousand of them had been erected during the night. The red flag waved on each.

A general in full uniform commanding a column of about ten thousand men of the people issued from the Faubourg St. Antoine on the Place de la Bastille, and marched down to the Hotel de Ville, which they attacked. After an obstinate contest the Hotel de Ville (the legislative hall of the revolution) was captured by the people. The officer who had thus carried that most important position was Gen. Pyat, an old soldier of the republic and the empire, who bravely risked his life on the battle field, or, if defeated, on the scaffold. But he ignored all, except his hatred for tyranny and his love for the people.

At five o'clock in the morning informations had been brought to the King that people and National Guards all were flying to arms. The first result of this was the appointment of Gen. Bugeau (a man noted for his bloody repressions in Africa) as commander of the National Guard. But as report upon report arrived,—the people are surging from all the Faubourgs; the insurrection becomes tremendous; the rations have not been distributed to the troops and the people share their crusts with the half starved soldiers; the market women bring them food; the officers cannot rely on their men,—the affrighted King had sent for Thiers and Odillon Barrot to form a liberal ministry.

But the time for concessions was past. Louis Phillippe had awakened too late to the folly of his obstinate refusal to grant electoral reforms. Now the people, fighting behind their barricades on which floated the red flag, were crying, "Vive la Republique!"

Practically, Louis Phillippe had ceased to rule over France.

As the day advanced the troops and National Guards had fraternized with the people nearly everywhere. Early in the morning the force of the insurrection appeared so tremendous that the soldiers soon realized their critical position. The people—systematically distributed on all points—were well organized. No less than twenty thousand men belonging to secret societies, it is estimated, acted as leaders to that vast army of insurgents.

[To be continued.]

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## THE UNION MAN IN POLITICS.

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BY JOSEPH R. BUCHANAN, LABOR EDITOR, AMERICAN PRESS ASSOCIATION.

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Now that the quadrennial contest in the political arena is concluded, and the free American citizen has recorded his choice of two evils, now that we can leave the affairs of the nation in the hands of those who believe that public office is a private snap, I want to ask the wage-working readers of the MAGAZINE a few questions.

To touch, ever so daintily, upon these things at any time between the nomination of candidates and election day, lays one open to a flaying by the trades unionist, who will have no "interference with his political rights." He will stand it after the election, not before. Strange, isn't it, that a man will take a thumping for doing a thing when the same man would not have tolerated the weight of a finger in caution, before the thing was done? It is like the dog who will fight viciously in defense of the piece of meat he has stolen and is about to devour, but will tuck his tail and slink away at the sight of a switch after he has swallowed the purloined sirloin.

But to my questions. My good friend, do you feel that you have been or will be benefited by the result of the recent election? No juggling now—tote fair—you needn't answer aloud. Keep your seat and mentally look the question square in the face and see if you can find the slightest support for an affirmative reply. I know you cannot, and that's why I don't want you to waste time in hemming and hawing in search for an excuse. An apology is not wanted.

Do you not know that if you and all, who, like you and I, are

wage workers, had been true to the principles laid down in the policy of the great labor movement, of which we are a part, the answer would have been easy and straightforward? Yes, had you voted, as you declare in your "principles" and resolutions, and as you talk when you hear the rumble of mammon's chariot, you could answer that another step towards the emancipation of the white slaves had been taken. Do not attempt to quiet the voice of conscience by saying, "my principles—the principles of the labor movement—were not clearly represented in the late election." Whose fault was it that they were not? You are not in the habit of passing the dish of buzzard put before you by the bosses of the old parties, because it isn't cooked and garnished just as it should be. What right have you to be so con-foundedly fastidious?

I know the old cry of "non-political trades unions." I have heard it until my ears ached, and my heart, too. But you are everlastingly asking for things which can be granted only through legislation, and what under Heaven is that, if not political? The trouble is, too many men in the unions think that politics means candidates instead of "the science of government," as the lexicographers tell us. Those things which unionism desire through legislation—and they are the important things—cannot be obtained until they become a part of the policy of the party in power, and such a party will never be in power until the wage workers unite and place it there. These are truths as plain as a pikestaff, and yet the union men of this country go on declaring, demanding and resolving in the air, while the power to settle the whole thing quickly and effectually, slips through their fingers under the fascination of the old party tom tom. To paraphrase John Hay: You may resolute till the cows come home, but if you don't get sense and courage enough to vote accordingly, you may "ras-tle your hash" in chains.

No offense intended, but don't you think it is about time you did your duty by yourself, your children and your country?

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### PLANT A HOME.

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Young beginners in life's morning,  
Don't forget the rainy day;  
Sunshine cannot last forever,  
Or the heart be always gay.  
Save the dime and then the dollar;  
Lay up something as you roam—  
Choose some blooming spot of beauty,  
Some fair lot, and "plant a home."

You, too, who have babes around you,  
Coming up to take your place;  
Give them something to remember,  
Homestead memories let them trace.  
Would you feel the pride of manhood,  
Let the sun your dwelling greet,  
Breathe the blessed air of freedom,  
Own the soil beneath your feet.

You, too, who perhaps have squandered  
Life's fair morn—'tis not too late!  
Start at once to woo bright Fortune,  
Rail no more at so-called Fate.  
Sow the golden seeds of saving  
In the rich and quickening loam,  
Spend your last days not with strangers,  
Enter Heaven's gate from home.

# MECHANICAL.

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## WITH THE NEW YEAR.

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BY THOMAS PRAY, JR., AUTHOR OF "TWENTY YEARS WITH THE INDICATOR."

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The Editor of the LOCOMOTIVE FIREMEN'S MAGAZINE is in some respects as uneasy as the traditional flea, but he does not jump so far nor so erratically; he is now at another idea, and has in his persuasive and convincing way asked the writer of this to start an "idea sprouter" for the "boys," young and old. How to do this is a conundrum to him, and a puzzle to the writer.

It is easy to go ahead and write on any of the old, threadbare, and much written on topics, but they are always interesting no matter if some of them are stale, for the realm is not endless, but when you ask to write on "what the boys want to know," where does it begin? what does it comprise? and where will it end? These "boys," the writer has had some little contact with, and he knows what they want in some respects, and what he does not know as to their wants, is much more than what he does.

Men who have some ambition to get off of the footboard will find a way, and the "old man" who occasionally calls you up on "the carpet" is on the lookout all the time for the class of "discontented" fellows who are not constitutional kickers, but who are all the time uneasy, and looking higher up; this is the reason why we come into contact with the "boys who have climbed" just off the foot-board, and into some other place, and it is in most cases just such fellows who are the most troublesome, not to their detriment, but because they are not willing to carry a dinner pail all their life if they can stow away what is worth cash in their "brain tank" so as to get upstairs.

What a man wills he can be if he has stick-to-it-iveness, and if it were not for that class of men, we would be behind in our improvements; and such men are, as one of our comic writers has so quaintly put it, "the pepper sass" of creation, or men who stir up their friends and neighbors to higher impulses and nobler deeds.

How to do this, is the question that your friend and editor asks; what way is to be followed is not clear to either of us, and as it is a

mutual matter as between the reader and the editor, it seems to the writer that the only way is to open the whole matter to the readers for some expression of opinion, and then to follow the suggestions of the larger number; what may in that line meet with his approval will without any doubt be for the best interests of the greatest numbers.

It has occurred to the writer that it may be a good plan to open a question box, all to be sent to the editor, and such as are of general interest to be taken up and replied to for the benefit of the readers at large. If this is done, it will open to the whole number of the readers of the LOCOMOTIVE FIREMEN'S MAGAZINE a range of inquiry that is only limited by the amount of information that is or may be wanted, and it may not be possible to fulfill the contract, but if it is undertaken, we will try to do as much as can be done.

There are so many different ways to get at a matter and such a difference in the various authorities, that it may at times, and probably will be, difficult to fill the bill, but there is nothing lost in trying. The problems that different men want to solve are as varied almost as the men who are trying to solve them, but there are so many matters of common interest that it seems to be feasible to make it not only interesting, but profitable, to at least consider the way in which we are doing, and the possibilities of some other way of doing the same thing to attain the same result.

The writer trusts that if this shall meet with the full approval of our friend, the editor, that the readers will take up such things as they would like to know of, in the line of how to become more efficient, and how to do those things which are of the most general interest and likely to be of advantage to their work, and the ways of doing it.

The way to do a thing, and the best possible way, are at times far apart, and in kindly conference with each other, in comparison of notes, of experience, and considerately in all respects, with each other, is likely to be of more than passing interest and benefit.

To do this with best results, will call for time and care in getting replies, and will very likely lead to more of notice and consideration than may at first seem possible, but if entered into earnestly, then we are all to get well paid for time spent, for what a man or boy learns, if only good, is not to be taken from him.

The progress in mechanics has in many instances been from some suggestion made on the spur of the moment by some one not perhaps very well acquainted with all the conditions, and afterwards taken up seriously and worked out, to the great advantage of those in the consideration of the points at issue.

Why, then, cannot the readers take into consideration what is to be done for all, and then go at the doing of the job, and in their usual good style?

All of which is submitted to the audience, with the personal best wishes of the writer to each and all, in hope that '93 may bring to each one that tries, many and happy returns of profit on the investment.

## PRACTICAL TALKS TO YOUNG ENGINEERS.

BY L. B. MOORE.

### No. 1.

I sympathize with the engineer who has just been promoted; he stands upon the threshold of a new life, crowded with new responsibilities. For years he has looked forward to the time when he would change to the right side of the engine, and now the hope of years has met its fruition in the attainment of his desires.

I sympathize with him because of the many obstacles with which he will have to contend in the line of his duty. As good service is expected of him as from the more experienced engineer, and any infraction of the rules, or error in judgment that would endanger life or property causes discipline to be meted out to him as freely as though he had the experience of years.

It is true that he receives a less rate of pay on account of his apprenticeship, and which the management of railroads say is to partially defray the expenses of his education, damages to property, etc., but it makes no difference who it is, or what is the disparity in conditions, the consequences are the same.

In the light of my experience, and my observations of the failure of many young engineers, I desire to express my views for the possible benefit of those readers of the MAGAZINE who aspire to the successful management of the locomotive.

It may seem to many of you that I am dealing, to a considerable extent, in homilies, and that you have advanced further than the elementary principles of locomotive practice; but experience confirms me in the belief that special attention should be given to practical running rather than technical matters pertaining to locomotive construction.

After leaving yard service, the young engineer is confronted with the hardest experience in the service—that of an extra runner on extra trains.

Not only is his work made more severe, and taxing to his patience and judgment from being compelled to run a different engine under different conditions each trip, but his responsibility is immeasurably greater than that of one who, having the benefit of experience, is given a regular engine on a scheduled train. A great many persons, especially those outside of train service, carry the impression that the heavier responsibility rests on the shoulders of the engineer of the passenger train, because of "humanity that rides in the coaches behind," not thinking that every inferior train must keep out of the way, and that railroad companies make special provision for public safety by removing even the possibility of any obstacle to the safety of these trains; the work of the one is laid out for him, and is uniform every day, while the work of the other is ever varying, and in addition to keeping clear of danger, he is expected to give dispatch



to the trains under his charge; it is to this latter class of engineers that I desire to allude in these papers.

Before starting out on your run in addition to knowing that your engine is supplied with all necessary tools, fuel, water, etc., go over in your mind the possibilities that are before you; considering safety first; dispatch next; many have met their "Waterloo," by reversing this advice. When you receive your train order, read it thoroughly and give it to the fireman, getting his understanding of the same; *never read an order the second time for fear that you may have misunderstood it at the first reading*; have it thoroughly impressed on your mind at the first reading; continual reference to an order shows that you have no confidence in your memory, and the more it is practiced, the less you will have. So run as to economize in the energy of your engine as much as possible, in relation to the time you are supposed to make. Don't let the supply of water to the boiler exceed the evaporation; the laws of supply and demand apply to locomotive service, in all things, as well as to other economic questions. Let the failures of other engineers be object lessons to teach you to avoid the circumstances which caused them. You will probably notice that such trouble generally results from being in too much of a hurry, and you may also notice the frequency with which engineers get into trouble inside of yard limits. Here is one thing that I wish to especially impress upon your minds. Always have your train under control at stations; it don't matter whether passenger or freight; whether it is obscure or not, the rules of railroads provide for this, and often, instead of protecting the rear end of their trains, trainmen take advantage of the rules governing trains inside of yard limits.

In approaching stations, notice first if the switches are in proper position; next, the position of the order board; instruct your fireman to notice, particularly, these conditions; make your time outside the yard; the control of your train rests principally with you, and a brakeman's work is performed easier by shutting off in season; don't use engine brakes to make stops, reserve them for emergencies; your friends of the brake wheel will probably notice this, and more especially if you do their work for them, and to express their appreciation may hang their badges on the brake lever.

These are only a few of the points to be considered for the safety of trains, and I won't weary you with any more platitudes touching successful operation on the road.

The maxim that "no man lives unto himself alone," has special application to locomotive service; for the work of the engineer affects, possibly, many trains on the road.

Imagine any contingency that is liable to occur to prevent the successful completion of your trip; disaster overtakes the person who is not looking for it. Do your own thinking, and have plenty of it on hand; many lose their positions from thinking instead of acting at critical times. Be self-reliant; your judgment of time, speed, and circumstances, should be paramount to everything else. You will possibly have numerous advisers; always take what advice is offered,

and act on just as much of it as you think consistent with your own judgment of the requirements of the case.

Finally if you are not such a brilliant success as an engineer as to lead you to believe that you are not adapted for the business, don't be discouraged. The idea that one must be specially gifted by nature to be successful in his vocation is wrong; the mental faculties may be cultivated to a high degree by their constant exercise; as the athlete by systematic exercise, develops a particular muscle, so may the mind be developed by forethought and a knowledge of your own requirements. The saying that, "An engineer is born, not made," is a libel on the Creator.

[To be continued.]

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## HOW TO FIRE A LOCOMOTIVE.

BY WILLIAM P. BORLAND.

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The following remarks taken from an English work, *Locomotive Engine Driving*, are so nearly the thing that I reproduce them:

"The coal-fire of haycock shape, eminently associated with failures through want of steam, is made by shovelling the coals in the middle of the firebox, a practice about as far behind the times, comparatively speaking, as the use of the flint and tinder-box would be in the year 1875. The characteristics of such a fire are uncertainty as regards making steam, and certainty as regards destruction to firebox and tubes. It generally draws air at the walls of the firebox, and, in consequence, the fire-irons are always in the fire, knocking it about and wasting the fuel. As such fires are formed in the centre of the grate, they weigh down the fire-bars in the middle, and may even cause them to drop off of their bearers or supports. But there are greater evil consequences even than these: the cold air being admitted into the firebox up the sides, instead of in the middle, comes into direct contact with the heated plates and stays, doing them a deal of damage by causing intermittent expansion and contraction.

"That the fire in a locomotive firebox should maintain steam under all circumstances of load and weather, should consume its own smoke, should burn up every particle of good matter in the coal, and, in fine, should be worked to the highest point of economy, it requires to be made in the beginning, and maintained, to a form almost resembling the inside of a tea-saucer, shallow and concave, where the thinnest part of the fire is in the centre. A fire of this form makes

steam when other fires do not, being built on a principle that never yet misled either the driver or the fireman. It has brought a man a good name many a time.

"How to fire? This is a very important question.

"The first shovelful of coal should find a billet in the left-hand front corner; the second shovelful in the right-hand front corner; the third shovelful in the right-hand back corner; the fourth shovelful in the left-hand back corner; the fifth shovelful under the brick arch close to the tube-plate; the sixth and last under the fire-door. To land this one properly, the shovel must enter into the firebox, and should be turned over sharp to prevent the coals falling into the centre of the grate or the fire.

"It will at once be seen that this fire is made close against the walls of the firebox, and in actual contact with the heating surface; also that the principal mass of the coals lies over the bearers which carry the fire-bars. The centre of this kind of fire is self-feeding, for, by the action of the blast and shaking of the engine, the lumps in the corners are caused to roll or fall towards the centre. On this system, the centre is the thinnest part of the fire, quite open and free from dirt; the dirt falls down by the sides of the copper plates, and assists in preventing the cold air from touching the plates. With a fire of this description, the air or oxygen can only get into the firebox and into the neighborhood of the tubes through the centre, through the fire, and, mingling with the flame, it becomes instantly heated to a very high temperature before entering the tubes, which are thereby assisted in maintaining an even pressure in the boiler.

"The secret of first-rate firing is to fire frequently, a little at a time. There are, no doubt, some who will say, 'That may be all right to talk about, but I never could fire my engine that way; she burns her fire a great deal stronger in some parts of the firebox than she does in others, and if I should attempt to carry a fire of that description I would soon come to grief.' To such it will only be necessary to say, the fault is not in the theory, but in your engine. There are appliances for regulating the draft on all locomotives, and if your engine does not burn her fire evenly it shows that they need adjusting. Have it attended to."

Many of the readers of this department will, no doubt, remember the controversy regarding horse power, which about two years ago was carried on by Dr. Wilson, on the one hand, and several other contributors to the department on the other. I was reminded of that controversy a few days ago because of an item I read in the *Engineering News*: "The hub and shaft of the cable-wheel for the new power house of the Broadway cable road weighs about forty tons. It was hauled, this week, by twenty-six horses, from the foot of Thirty-ninth street to its destination." It will be remembered that Dr. Wilson figured out about 10.5 horse power for an 18x24 locomotive. It occurred to me, while reading this item, that if it required twenty-six horses to pull this load of forty tons, two 18x24 locomotives could not budge it. Ah there!

I hope Mr. Lockwood will let us know how that wonderful Shaw

locomotive acts with her new eight inch steel pipe. I see the editor of *The Engineer* has condemned the new pipe already. The Shaw locomotive has four ten inch cylinders, and, following the rule that the steam pipe area should be one-fourth the piston area, the editor of *The Engineer* very properly concludes that the new steel pipe will still be too small—it ought to be ten inches instead of eight. I am a little afraid that the Shaw will soon be consigned to the limbo of exploded fallacies.

I notice that the contributors who did so much to make the Mechanical Department interesting a few years ago, have nearly all stopped writing. I hope all who possibly can—"Eccentric Strap" especially—will form a New Year's resolution to neglect the department no longer. I was once called a bushwhacker and a lot of other hard names because I signed "Vacuum," so I have concluded to drop that, and subscribe my real name to my writings.

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## STUDYING VALVE MOTION.

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BY ANGUS SINCLAIR, AUTHOR OF "LOCOMOTIVE RUNNING AND MANAGEMENT."

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There is no topic of conversation so common among enginemen as valve motion, and there is no popular subject so indifferently understood. The want of thorough comprehension of the complex influences which act on the movement of a slide valve operated by a link motion is not confined to enginemen and workmen. There are few of the men in charge who understand the subject properly. This is not to be wondered at, for a man may be well posted on the methods of keeping valve gear in order and yet know little or nothing of what the results would be of changing the arrangement of the mechanism.

I once personally received a striking lesson on this subject of how little a man may understand the extent of his own ignorance. Since boyhood I had interested myself in valve motion, and had enjoyed considerable experience in the setting of valves and in the manipulations of the motion. I supposed that I was master of the subject so far as link motion and slide valves were concerned. It came to pass, when I was writing the articles on "Locomotive Engine Running," that it was necessary to write a chapter on valve motion. The duty brought no misgiving and appeared to call for no special study. One evening, after spending the greater part of the day manipulating

to improve the port openings of an old Hinkley engine with worn eccentrics, I proceeded to write the article on valve motion. Then I made a startling discovery. The store box of my knowledge concerning valve motion was nearly empty, and contained merely superficial facts which every good valve setter knows. Writing for the instruction of others is an admirable means of self-examination. After finding out how little I knew about valve motion, I set to and devoted all my spare time for four months to the study of the subject, and then I approached the writing on it with much humility.

The most difficult part in the study of valve gears is the relation that the various parts of the engine's mechanism have upon the movements of the valve. This knowledge is essential mostly for designers, but it is very convenient for every one having anything to do with the repairing or setting of valves, and it is a good accomplishment for every engineman to possess.

A man may be a successful engineer and not know how the steam gets in and out of the cylinders. This kind of a man has become skillful by imitation, and his work is not based on knowledge. The policy of railroad employers at the present day is to require both skill and knowledge in the men in charge of locomotives. That being the case, it is the duty of firemen to learn all they can about the construction and design of locomotives.

It used to be the case that a young man trying to learn anything regarding a locomotive, found like a barrier put across his path the sentiment, "The proper way to learn things about a locomotive is to examine the engine itself." The youth who ventured to resort to other sources of information was looked upon as a vain theorist. I was once very much amused with a fireman whose room I visited. There was a book on the table, and on taking it up I found that it was Forney's Catechism. The owner blushed and stammered excuses for having the book. His manner spoke of the influence which the anti-book sentiment had upon a sensible man. He is now a master mechanic.

The prevailing practice of examining firemen before promoting them to the right hand side has done much to dissipate the prejudice against resorting to books, drawings and models for information respecting the locomotive. There are now but few railroads where a fireman need be ashamed to tell that he is using outside aids for acquiring knowledge about the locomotive.

When I first began to study valve motion I used to look at the engine's cylinder, and try to imagine how the valve stood in relation to the ports at the various points of the stroke. Some men have minds that can picture all the necessary details to study valve motion in this way, but mine was not comprehensive enough, and I could not mentally follow the events of the stroke. A draughtsman to whom I mentioned the difficulty of following the valve's movements, suggested that I make a drawing of the cylinder and valve, and put the latter on a separate sheet, so that it could be moved on the valve seat. This proved an excellent means of teaching me the elementary things concerning the movement of the valve and the

admission and release of steam. After a time the mind gets so trained that the events of a stroke can be followed mentally without aid of drawings. The valve motion models that are now in use give much more convenient assistance to study than drawings of valve and cylinder; but those who have not access to a model will find the drawings a great help. Even if a young man has access to a model it is good practice to make drawings of cylinders and valves. Skill as a draftsman is not necessary to make useful drawings of this kind.

After the elementary facts are learned respecting the admission and release of steam and the actions that regulate these operations, the student should, by the use of drawings or engravings, follow the movement of eccentric, link, rocker and valve, and find out how the valve movement is influenced by changed proportions or arrangements of the mechanism. The purpose of a slide valve is to open and close the openings to the cylinder at the right time. Designers do their best to scheme a motion that will open the ports quickly at the beginning of the stroke, cut off the supply early enough to permit the steam to be used expansively, open the ports in time to let the exhaust steam out of the cylinder without causing back pressure against the piston during the return stroke, then to have the cavity edge of the valve cover the port just long enough to imprison within the cylinder sufficient steam to make the piston raise compression to the pressure of the steam chest. These are spoken of as the events of the stroke, and are known as admission, cut-off, release and compression. A good motion will make the events nearly uniform during both strokes. Perfect uniformity is not possible with a link motion, but a skillful designer will make it near enough for practical purposes.

It is a very common thing to find on tramming an engine that the cut-off takes place much earlier on one end than on the other. The thing that influences this more than any other is the position of the saddle pin. When an engine is found in this condition the usual remedy of valve setters is to adjust the cut-off at the expense of the lead. There are other temporary remedies which a good knowledge of the valve motion will suggest. The man who understands the motion thoroughly is much more fertile of resources in cases of emergency than he who merely knows how to divide up to make adjustments.

A thorough knowledge of valve motion cannot be acquired without the study of the geometrical principles relating to the subject. Those who have an inclination in this direction will find the study interesting as well as instructive.

When our older locomotive engineers were young there was good excuse for the men handling engines knowing nothing about valve gear. Knowledge of the principles on which valve motion was designed was confined almost exclusively to the drawing room. Popular acquaintance with valve movements was so limited that the valve setter in a shop was regarded as a man of mysterious knowledge, and he generally guarded his acquirements with jealous care.



This is all changed. Books are everywhere to be found with descriptions of valve motion so simple and so well illustrated that the dullest intellect can readily understand them. What was formerly a labor of difficulty is now an attractive amusement. The valve motion model to be found in so many firemen's lodges has taken away all the mystery from the valve setter's art.

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## LOCOMOTIVE ENGINEMEN IN EUROPE.

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BY JOHN A. HILL, EDITOR OF LOCOMOTIVE ENGINEERING.

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During a ten weeks' trip on the other side of the water this summer, I had a chance to observe the work, condition and wages of the locomotive enginemen of Germany, France and Great Britain, and compare them with those of our craft who shovel coal and handle throttles in the land of the stars and stripes.

In Germany the principal roads belong to the government, and the engineer and fireman are much like soldiers; they wear a military uniform and never wear overclothes. They are practically safe from dismissal during good behavior; their runs are light and their pay small, 1.800 marks (24 cents) the first year, and 2.100 the third and highest pay.

Germany is a protected country, but her workmen, especially mechanics, get very, very small pay. Machinists get  $4\frac{1}{2}$  marks, a little over a dollar. Engineers are paid premiums, so that an extra good man may nearly double his income. This is encouraging.

There is no organization among the men, so far as I could discover, and every tub stands on its own bottom. The strongest brotherhood in the world could do nothing in the shape of controlling the rate of pay established by the government, and the use for an insurance order is nullified, as the men are pensioned in old age or disablement, just the same as a soldier. These men run open engines, without equalizers, seats or cabs, and yet seem to be comparatively happy.

I was unable to see how they lived, but I am assured they live fairly well, because their pay is higher than the average public servant, and almost all men in Germany are public servants. All the railroad men, telegraph men, postal employes, and those in the parcels post (doing a business like express companies do here), are government employes, and all the rest are in the great standing army or on the police force. Berlin, a city of a million and a quarter inhabitants, has 5,000 regular police, 2,000 mounted police, and 20,000 sol-

diers—more men than the standing army of Uncle Sam. The women do the work.

The French enginemen are better paid than the German, and are not under the care of the government—sort of a free moral agent. They have awful ugly engines to run and fire, but are fairly well off; they are not organized but they have some unwritten laws that none of them will break over.

England is a free trade country and I expected to find the enginemen there in bad shape; everybody was talking so much about pauper labor. The English roads are conducted on a different plan than ours; the enginemen run absolutely by signals and are in no sense the "railroaders" they are here, yet they have some virtues hard to find on most American roads. They ride a hard engine but on a good track, stand up to their work, try to be as economical as possible, and are sincerely sorry for fellows who are "cooped up" in a cab and have to run in a country where they haven't got things down fine, like they have at "home."

English roads are owned by private corporations, but a board of trade investigates every accident of any consequence, so that the operating officer is not able to settle matters by blaming and discharging a man; the board of trade fix the responsibility, and as often blame the management as the men. This causes the making and enforcing of rigid rules. The difficulty with their board of trade is, that it is usually composed of retired army officers who know little about railroads—sometimes you can shut their eye. You can't bribe them; there is a patriotic back-bone in the English system that has something admirable about it. Their public officers receive no pay—I am speaking of mayors, aldermen, members of parliament, etc., and are very proud of their records for fearlessly hewing to the line, letting the chips fall on whoever is in the way.

The enginemen get just about half what they do here. Eight shillings is the highest, seven shillings and sixpence, the average engineer's pay by the day; none run on a mileage basis. A shilling is 25 cents of American money. The firemen get three to four and-a-half shillings. They have a good law that prevents the employment of an engineman for more than 12 hours continuously, under any circumstances, and, in ordinary service, if on duty 8 hours or more, he cannot be recalled for duty until he has had 16 hours of rest. They have an association to which both engineers and firemen belong, but it is not well filled at all, on some roads none of the men being members. There seems to be considerable jealousy of each other, and not a little tale bearing, and, as they call it, "besting" each other.

The British engineman is trained to be careful, to prevent smoke, to save fuel, to take care of supplies, to be exceedingly careful about oil and the care of oiling devices, and you see very little reckless waste, with the remark, "Oh, the company can stand it." The reason for this steady practice of economy is three-fold, sometimes all three are at work at once and sometimes only one; they are:

- 1st. On the best roads the men receive a percentage of the saving

of oil and fuel, and premiums for keeping on time for the most miles on the most trips.

2d. Bulletins are posted showing the results and men are fined and posted for neglect of details.

3d. Men are discharged for failure to keep somewhere near the standard.

There is a practice in the country of publishing a performance sheet, not only of their own road, but all the roads in the kingdom, so that comparisons can be drawn.

I visited the homes of some of these engineers and found them living in neat brick cottages of from four to seven rooms, with hot and cold water, in most cases, bath rooms, etc. A house of this kind, with five rooms, rents for four or five shillings a week; you can get a very good and comfortable house for five dollars per month. There are some small taxes that a tenant has to pay besides this, but it is small.

I went with one engineer in England, to the market, where I saw him buy beefsteak from the American "h'ox" for seven pence a pound—14 cents. I can't get it for less than 25 cents. I saw a Scotch engineer buy a barrel of American apples cheaper than they are sold for in New York, and my wife's heart was broken when she saw the twin sister of her Singer sewing machine, for which she gave \$55.00, in a window, marked £5, 8s., or \$26. I don't pretend to say which is best; this is not a political journal, but there are no pauper engineers and firemen in Great Britain. They get only half the pay our men receive, but they can live as well on half as much. I do not believe they do live as well, on an average, but they have more money in their excellent postal savings bank than our men have, and I will bet on it.

These Britishers are good men in their line of work and do good work with what they have to work with, and when they come to America they are not working at the old country rate of pay; they can read English.

Standing in the engine shed at Crewe, my hearty old friend, Ben. Hitchens, who came over with the Webb compound, some years ago, said to me: "There's one thing you boys have the best of us on. While I was at Altoona I never met one of the lads with more than five children; now, there is hardly a man running here, that is 40 or 45, that hasn't ten or more. There's Robinson, he's got 13; Davis, 11; Holdin, 12; why, I've got 11 myself."

There is an underhanded aristocracy scheme, known as students, gentlemen's sons, who go into railroading under instructions and pay high for it, about \$1,500 for three years. These men generally get shoved along into foremanships, etc., to the exclusion of road or shop men of merit and ability. An engineer is seldom, if ever, anything else, and a boy who learns his trade in the shop must hope for nothing higher than journeyman. A man can advance in America, if he tries, and grasps the chance when circumstances hold out the opportunity. Hence, I would far rather go firing in America to-morrow than to take a job at the grindstone crank throttle of the "Flying Anything" there is on wheels in the domain of Her Majesty.

## DISSIMILARITY.

BY S. A. ALEXANDER, AUTHOR OF "READY REFERENCE FOR ENGINEERS AND FIREMEN."

Of all the strange features of nature, one of the most wonderful is that no two objects can be found that are precisely alike in every particular, and that no two things produced by art can be made identical. The attention of the writer has for many years been drawn to this fact by observing the difference in the performance of locomotives. Something over forty years ago a number of engines were built at the Baldwin works for the Philadelphia & Reading R. R. Co. They were six wheel connected engines with flexible trucks, the wheels of the trucks were connected to the driving wheels by crank pins, both truck boxes and side rod brasses were rounding in their pedestals and straps. Of course there was no earthly use of having these engines "built that way," but the object was to have them pass short curves easily and without damage to engines or track. After a number of these engines were placed in service on different roads, some one found out that flat pedestals and flat rod brasses would save the trouble and expense of turning. But to return to the subject of dissimilitude. The varied performance of the engines took us all by surprise, as we found that although they were all built from the same drawings, that the same patterns were used, and that the same mechanics did the work on them, one of the engines was better in every respect than any of the others, while the others varied in their performance in different points; one would steam better, another was faster, another would pick up its train better, and draw a heavier train; and while one engine was best in all respects, one was the poorest of the lot. And the same dissimilitude obtains on engines now being built. With all of our modern skill and facilities, we can only approximately approach the desired object of building engines with their parts apparently arranged exactly alike, that will not vary in their workings. At first it was argued that the difference of performance was the fault of the runners, but a change of engineers produced no difference in the results. As a rule we had good engineers in those days, most of whom had served regular time as machinists, and all had worked in the shops on repairs, having previously served as brakemen, conductors and firemen, which was the practice and order of promotion. The master mechanic employed all brakemen, who, when competent, were raised to be conductors, then they fired awhile, after which they had to work in the shop about a year, then if they could handle the tools pretty well they were given a throttle, providing the shop foreman considered them capable to do such repairs as was then required of a runner. Regular machinists were not required to go through that mill; it being thought in those days that if a man could build an engine, he could surely run one. But this proved to be a delusion, for there are

good engineers now (as runners I mean) who are not even expert at handling a monkey wrench. On the other hand I have known quite a number of machinist engineers who never learned to carry water properly. Indeed I knew one that started out on a freight train and did not get back home before another engineer who was running a passenger train had passed him seven times on a run of only ninety-six miles. So here again we see that not only two engines cannot be found that are alike, but in this case there seems to have been a very striking case of dissimilarity of the two engineers. But it is a still greater mystery to know that no two people see, hear, taste, feel or smell, alike whether we take the individual senses as nouns or verbs. Take the sense of smell for instance: what may be very agreeable to some persons is very obnoxious to others. It is a profound mystery that all persons, no matter how cleanly may be their habits, every person has a peculiar odor of their own, that can be detected by well educated noses. The writer is well acquainted with a lady who can take any piece of clothing that has been in use by any member of her family, even after the clothing has been washed and ironed before being again worn. This lady can tell by the smell without seeing the clothing to which one of the family the piece belongs. King Solomon says that "there is no new thing under the sun," but as we cannot find anything, exactly like any other thing, it would seem only reasonable to think that everything is constantly being renewed, and consequently there is nothing old in the world—unless indeed the theory set forth by Captain Marryatt's Boatswain, Chuckston, is accepted. Chuckston is made to say that there is a recurrence of every event no matter how trifling, and that every atom in the world resumed its identical condition every thirty-three thousand three hundred and thirty-three years. But of this we, I think, can all safely say as Mr. White said at his examination as a witness in the postal Star route trials "I don't remember."

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### SETTING ECCENTRICS BY THE SPOKES.

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MR. EDITOR:—"A Mechanic," in the December number says that eccentrics may be set by counting up or down four spokes from the crank pin spoke. But this cannot be accurate, for the wheels differ in the number of spokes, and therefore in their distances apart, and what might be right on a 12 spoke would not be right on a 13 or 14 spoke wheel. Therefore "Mechanic" will have to try again and get it a little closer.

**Compounds.** Walter C. Garaghty, writing on the compounds in the December MAGAZINE, thinks it will be some time before they will replace the ordinary locomotive, because the only superiority they have shown is economy in fuel. If this point is granted,

it establishes all that is claimed for them, and is the reason why they are being introduced so rapidly. A table of the performance of locomotives, compiled from the reports of forty-three of the largest roads in the country, shows that the cost of fuel runs from about four cents up to eighteen cents for each locomotive mile, the average being between seven and eight cents. If, as many of the tests made with the compounds seem to show, the economy is 25 per cent., it would make a difference of two cents per mile, and as the locomotives average about 3,000 miles per month the saving would be about \$60.00 per month on each locomotive, or \$720.00 per year. A road owning 200 engines would thus save \$144,000, or enough to pay 6 per cent. on \$2,400,000 capital. Such an item is certainly worth looking after, as many of these roads use as high as 800 and 900 locomotives. While they are thus an advantage to the companies, they are also a great saving to the "fireboys," for it will make a thousand tons of coal less to handle in every four thousand, and would thus greatly help the health, comfort and longevity of our members. Instead of desiring to retain the old, "Garaghty" had better put in an application for the first compound out on his road, and see whether three out of four will not make it very much easier on his back and arms. If, as is admitted, it takes less steam to do the work, it certainly will take less fuel to make the steam, and if the exhaust is so much lighter and the passage of the gases so much slower, they will yield up more of their heat to the firebox and flues, and cannot help being better all around than the ordinary locomotive, which raises a storm in the fire and is then expected to yield economical results.

***Eccentrics.*** "Thos. P. Knapp" thinks that an eccentric can be defined as a "circle within a circle," and says it "refers to any round or oblong circle, with a moving or round centre around which it is fastened." A circle can be within a circle, and yet have none of the essential features of an eccentric, and in referring to an oblong circle fastened to a moving centre, "Knapp" has certainly made a mistake also, for his oblong would not move if surrounded by a tight fitting oblong eccentric strap.

An eccentric is defined by Webster as "a disk or wheel having its axis out from the centre." This is short and good, but hardly explicit enough to satisfy the student. An eccentric is a round disk, or wheel, turned up to a true circle from its centre, and derives its eccentricity by being fastened to the shaft or axle which moves it, with its centre (the centre on which it was turned up) out from the centre of the shaft or axle on which it is fastened, and the amount of movement depends on the distances between these two centres.

Take "Knapp's" idea of "a circle within a circle," and let the centres coincide, and you would not be able to get any motion at all, for if the inside circle or wheel moved, it would not move the outer circle at all. This ought to suffice to show "Knapp" that a circle within a circle is not a true definition of an eccentric, but that it would be better to simply confine it to a description of the eccentric cam as before given, for, even if no allusion is made in that definition to the



outside circle or strap, it embodies a full idea of an eccentric, and a cam so turned up and afterwards so fastened to an "axis with its centre out," is ready to communicate a reciprocating motion to any mechanism to which it may be connected by rods with straps encircling the cam.

An oblong cam is not used in locomotive practice at all, and could not be used at all if surrounded by straps having a close fitting oblong opening in them, for they would "stick" when the long diameter of the eccentric tried to get through the small diameter of the opening. An oblong eccentric could be used only in a strap having an opening equal in diameter to the longest diameter of the cam, and would then produce an irregular reciprocating motion to its mechanism, for a part of its revolution would be taken up in getting over the lost motion between the oblong cam and the round opening, and the movements would all be made while the cam was at or near each end of the stroke. It may just be possible that such a movement may be in use in some of the many hundreds of thousands of machines in use, but generally an eccentric will be found to be a true circle turning inside of another true circle and obtaining its motion by the differences between the centres.

### ***Light or Heavy Fire.***

"Fireman," of South Orange, is between the horns of a dilemma, for if he fires to suit his engineer he cannot get steam, and when he fires to suit himself, he has steam but his fire does not please the engineer, and the poor fellow asks what he shall do. This is a hard question to answer so as to preserve the peace between the two.

Having put in nearly ten years in shoveling "diamonds"—all hard coal at that,—and run nearly five years—off and on,—I may know a little about hard coal fires and firemen. The first and most desirable thing for an engineer and a fireman is that their locomotive shall make steam to do her work, the next to do it with as little fuel as possible and with the least amount of work for the fireman.

A light fire takes less coal in the firebox at first than a heavy fire, but if it has to be watched and fed very often, and then in spite of all care dies out, and then the dead spots have to be knocked out and refilled with new coal to the detriment of the steam, it is really a question whether it would not be better to put in a heavy fire at once, and the more so as "Fireman" says that he has no trouble in getting steam with a heavy fire. A light fire should, as the engineer says, show good results with an enlarged area of the nozzles secured by cleaning them out, but on very many locomotives a light fire is of no avail to secure steam for a round trip, for it is just as "Fireman" says, after steaming a while the fire dies out, and then comes trouble.

The first locomotive I fired steady was a mogul, who had got herself a very poor reputation as a steamer, and in spite of my best endeavors she would not make steam with a light nor a heavy fire. Much blame was put on me as a new fireman, and I was foolish enough to believe that much of it belonged there, but after "murdering" along in this fashion, cleaning fires as much as seven times a

day, having not much steam or water while on the road, and using the injector to fill her and the blower to get her hot in every passing switch, and sometimes also on the main track, a change came. Another engineer was put on to run for a week, on account of the sickness of the regular man, and seeing how she worked—or rather did not—her fire, he proposed to make her steam. Of course that pleased me, and I watched to see how it was done. We went to the front end and raised the draft pipe, or petticoat pipe as it is sometimes called, a little over three-fourths of an inch. I found that this had made so great an improvement that I did not think that he could make it better, yet, as he said he would, I was very particular to note just how the pipe was, in order to be able to put it there again, in case he failed. The pipe was raised again, this time a scant three-fourths of an inch, and was never moved from that position afterwards, while I remained on her, some seven or eight months more.

I ran that engine's fire for a whole day without cleaning (100 miles) just to prove it could be done, and ran her often eighty miles, and ever had lots of steam, but—strangest of all—it made no difference what kind of a fire I carried in her. If I had time at a tank I could put in a fire to run three or four miles up a heavy grade; if my time was short I could put in a light fire and depend upon her getting hot enough, so that I could feed her whenever she needed any coal.

Perhaps an examination of the draft pipe of "Fireman's" locomotive, or a change in its position, might effect such wonders as to make her steam with a light fire and thus make her work to the satisfaction of both engineer and "Fireman," and recommending experiments in that line, I hope, if tried, will solve the difficulty. \*

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## LOCOMOTIVE RUNNING.

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**MR. EDITOR:**—As might have been expected my criticism of the old engineer, who after running an engine for thirty years, did not know what became of the steam after it had done its work, has touched a tender spot in some quarter, and "A Member" from Chicago has plucked up courage to try to give his reasons why he does not like my writing on that point, and after all he gives no reasons, but ventures to make some guesses.

In reply to my statement that said old engineer *blundered along* some way (I thought I could use no other term to so good an advantage, for a man so much in the dark would certainly stagger along). He thinks he has learned some things the young engineer has not learned. I can not give him the credit of this statement, for if he were capable of learning anything at all, he ought during his thirty years or over of service on a locomotive have found out that the exhausts, which have made music to his ear, by day and by night, in summer and in winter, in sunshine or storm, during all these years, is but the exultant shout of the steam, at escaping from the dominion of man, and securing its liberty without having yielded but a portion of its power, to do man's bidding. If thirty years listening to

this song has not taught him that much, I do not think he has learned anything, except probably that if the reverse lever is ahead and steam is given, his engine will move ahead, and that if the lever is back she will move back, and that if steam is shut off she will stop after a while, but these things can be learned by any 10-year old boy in one hour without in any way straining his brain. Many females display far more mechanical "gumption" in the use of their sewing machines, than such "starters and stoppers" show in the management of their locomotives.

"A Member" thinks it takes practice to make a good engineer; I am willing to grant this point, provided there is something to start with. "A Member" will perhaps admit that it takes practice to make a good reader, but if a "fellow" never even learned his A. B. C. how much practice is it going to take to make a good reader? is a question for "A Member" or any other man to answer, and when answered will also serve as an answer to the engineer in question and others like him, who decry book learning and pride themselves on their practice, which often consists in doing as they saw some one else doing, without being able to give any good reason for it. It is men of this class "who sit on long tacks" when they start out as runners, because they feel that at any time something might happen, which would bother them to correct, and which they would not know how to remedy. Now I will venture the assertion (and "A Member" will be able to test its truth in Chicago) that at least eight out of every ten of those old engineers on his road, know better than that *old engineer*, about the working of steam in the cylinder and are thus able to do good work. He may be able to find the mate to that old engineer, and if he does I hope he will search the record, and see how many scrapes he has been in, and how often he has verified the old adage: "The bigger fool—the better luck."

It is indeed true that a great improvement has been made in locomotives and their equipment during the past 15 years, and due credit should be given to those who ran and fired the crude and imperfect machines of years ago, but past achievements will not suffice, and they must keep step in the advance or be left behind in the onward march of progress.

Our boys have to fire 10 or 12 years and they think this is long enough to qualify them for the other side, and they do not favor the hiring of engineers, because according to the rules of arithmetic, if one were hired and one promoted, the natural result would be a doubling of the time of service as firemen to 20 years, which would be too long an apprenticeship, even if firemen are better paid and have less work than in former years. In a spirit of fairness "A Member" should not ask others to do what he did not—and probably would not—do, for as he fired—as we say here—*only seven years*, he should not ask others to do what would be sure to make them fire 20 years. As he admits having run only four years, I suppose he is not calling himself an old engineer, and so I hope that none of my remarks have touched him, and that it was only in defence of a body of men, as he thought unjustly accused, that he wrote his reply.

Wm. Weiler.

## POPPING OR NOT POPPING.

MR. EDITOR:—The law (which in some respects is very exact and particular) never requires impossibilities, and judges have repeatedly decided cases in that way. In regard to the “popping off” of a locomotive the same rule holds good, for it is at times impossible to prevent it, especially when you are firing “hard” coal, which is the only kind I ever fired. I have thus never fired the “Frisco coal” alluded to by “Rastus” from Temple, Texas, who wants information how to do impossible things. When I wrote my former article I used the term *useless* in alluding to much “popping off” which is being done without an effort to prevent it, and I also knew very well that if the fireman did not have the co-operation of his engineer all his efforts would prove futile.

Now, in firing hard coal on a “hilly” road, we have to always have a comparatively heavy body of fire, whether we are using steam or running down a grade, and even when standing still for 10 or 15 minutes. The only way to prevent popping that we have is to cool them off by opening the fire door while the locomotive is still working, or by injecting some water just after steam is shut off. If the engineer insists on having the full quantity of steam right up to shutting off of steam, no fireman can keep her from popping, and the blame must then be put on the engineer. Again, if the engineer comes around and jumps upon his engine, pulls her wide open and leaves a station without saying a word, and then growls because the steam goes back 15 or 20 pounds, he ought to be reminded of the time probably not so very long ago, when he was shovelling coal for some one who had lost his good breeding or never had any, and asked what his opinion used to be of men of that kind. It is now five years since I was promoted, but I have not yet forgotten that firemen are men, and have ever tried to use them as men, and as no train can be run with success and satisfaction, without the full and cheerful co-operation of the engineer and fireman, I have ever made it a point to have a pleasant word for the fireman on coming around, to inquire whether everything appeared all right, to give him such information about the run as I had, or if any changes were made to inform him, and thus have him posted. If I did not do this, I would think I was not doing my duty toward him, and would not expect as good a result from my helper, and would not blame him if she did not stay up to the popping point, nor if she did roar once in a while, and no other sensible man would blame him. There are men however who utterly ignore their firemen, or regard them as necessary nuisances whose presence they must endure, as they cannot entirely dispense with their services, and from such our prayer must be “Lord, deliver us.

I hope “Rastus” will now understand me better and believe me his friend.

Vulcan.

## SOME THINGS TO REMEMBER.

The following questions and answers are from the *American Machinist*:

P. B., Houston, Texas, writes: Kindly enlighten me on the following, through your paper: I am classifying locomotive engines, and among other things I am required to give the tractive power for each class. To do this it is necessary to know the average pressure in the cylinder during the stroke when the throttle is wide open, and the engine carries its full pressure, I suppose. What would be the simplest way of determining this average pressure without the use of the indicator? A.—In computing the mean effective pressure, for the purpose of finding the tractive force of a locomotive, the throttle valve is supposed to be wide open, so as to obtain as near as possible an initial pressure in the cylinder equal to that in the boiler, and the link motion is supposed to be in full gear. Under these conditions, when running, the initial pressure in the cylinder will generally be a little less than the pressure in the boiler, say 5 pounds; this reduction is due to friction in the pipes and passages, and sometimes to a slight condensation. It should also be remembered that, in computing the mean effective pressure, the absolute pressure should always be taken into account; the latter is equal to pressure indicated by the steam gauge plus 14.7 pounds, or, in round figures, 15 pounds. To find the mean absolute pressure, add one to the hyperbolic logarithm of the ratio of expansion, divide the sum by the ratio of expansion, and multiply the quotient by the absolute initial pressure in the cylinder. Thus: Suppose the boiler pressure is 120 pounds, as indicated by the steam gauge, the initial pressure in the cylinder will then be, say  $120 - 5 = 115$  pounds, and the absolute initial pressure will be  $115 + 15 = 130$  pounds. Now we shall assume that steam is cut off at  $\frac{3}{4}$  of the stroke; the ratio of expansion will then be  $4 \div 3 = 1.3$ ; the hyperbolic logarithm of this number—which you can find in tables given in nearly all engineers' pocket-books—is 0.262; adding 1 we have 1.262, and the mean absolute pressure will be:  $\frac{1.262}{1.3} \times 130 = 126.1$  pounds; subtracting from this the absolute back pressure, say 18 pounds, we have  $126.1 - 18 = 108.1$  pounds for the mean effective pressure. This is only a close approximation, because the clearance is not taken into account, but at such a late cut off this will not affect the result much. Many engineers take a shorter course, by simply taking 80 per cent. of the boiler pressure, thus: if the boiler pressure is 120 pounds, then  $120 \times .80 = 96$  pounds mean effective pressure; this is somewhat less than found by the first rule, but agrees better with actual pressure when the engine is running with the links hooked up to a certain extent, and is preferred by some engineers in computing the tractive force. After the mean effective pressure has been decided upon, then the tractive force is found by multiplying the square of the diameter of one cylinder in inches by the mean effective pressure, and by the stroke in inches, and dividing the product by the diameter of the driving wheel in inches, the quotient will be the tractive power; the latter may again be limited by the adhesion of the drivers and rail. The adhesion is generally taken at  $\frac{1}{4}$  of the weight on the drivers, and in well-designed engines this should be numerically equal to the tractive force.

W. E. T., Rutland, Vt., writes: Please give me through your columns, the shortest solution of the following problem: I wish to prepare a table to show the amount of liquid contained in a tank  $24\frac{1}{2}$  feet long and 61 inches diameter inside, at successive quarter inches from the top to the center, so that when a certain amount is drawn out, I can, by measuring from the top of tank to top of liquid, tell just the quantity remaining. A.—Multiply the length of the tank in inches by the area in square inches; the product will be the contents of the tank. Thus, the length is 294 inches, the area is 2,922.5 square inches, and  $2,922.5 \times 294 = 859,215$  cubic inches. There are  $294 \times 4 = 1,176$  quarter inches

in the height of tank, and consequently for each fall of  $\frac{1}{4}$  of an inch there will be  $\frac{859.215}{1.176} = 730.625$  cubic inches of liquid discharged, leaving  $859,215 - 730.625 = 858,484.375$  cubic inches for the fall of  $\frac{1}{4}$  inch;  $859,215 - (730.625 \times 2) = 857,753.75$  for a fall of a  $\frac{1}{2}$  inch and so on. Should you wish to have the result in gallons, proceed as follows. There are 231 cubic inches in the gallon; hence the tank when full contains  $\frac{859.215}{231} = 3,719.545$  gallons. For each quarter of an inch of fall in the liquid  $\frac{730.625}{231} = 3.162$  gallons will be discharged; hence, for the fall of the first quarter of an inch there will remain  $3,719.545 - 3.162 = 3,716.383$  gallons in the tank, and so on, for other depths of fall. If there are braces in the tank, allowance should be made for the space taken up by them.

C. D. B., Springfield, O., writes: I would like to have your opinion in regard to the repair of a boiler, in which we have to put in a set of new flues. The metal between the flue holes in the back head is cracked in two places. The holes near the injured part have been plugged for two years and did not show any leaks. Would you go to the expense of putting in a new head? The boiler is 5 feet diameter, with eighty 3 inch flues. A.—We should put in a new head; under no condition would we allow a broken flue-sheet to remain. Boilers are dangerous things to fool with, and carelessness or stinginess in the repair of boilers should not be permitted.

And here are some from *Locomotive Engineering*:

W. H. T., St. Helen, Mich.: Will you please give me position of locomotive valve with lever in center notch, and why "out of gear." We disagree on that point here and want to settle it. A.—The valve is in position to cover both ports, and is called "out of gear" because the engine will not run in either direction with lever in center notch.

R. Cutter, Alton, Ill., asks: Can you let me know in your paper the proportions of different kinds of metal to make metallic packing for pistons and valve stems? A.—The exact proportion of metals varies with different makers. Many use regular babbit with success. One of the best makers (Jerome) keeps his mixture a secret. The U. S. people use 100 parts of tin, 9 of copper and 6 of antimony. The latter metal is used to harden. Vary it until you get the desired result.

M., Frankfort, Ky., writes: My question and answer (No. 99) was perhaps misunderstood, so I am not quite satisfied. What I wish to know is this: "The travel being found correct and the cut-off out, can the cut-off be made correct and still leave the travel as it was before the cut-off was corrected?" In correcting the cut-off won't it change the travel? A.—The length of travel is fixed by the throw of eccentrics and length of the rocker-arms, its even movement each side of the center of the seat is adjusted by the length of the eccentric blades. The point of cut-off (and all other functions of the valve) can be hurried or retarded by moving the eccentrics on the axle, as this cannot affect the throw of the eccentrics, the length of the arms of the rocker, or the length of the blades, it is plain that the cut-off may be changed without changing the travel.

A. S. S., Kingston, Jamaica, asks: Is not a two-cylinder compound, high-pressure cylinder 18 inches and low-pressure 28 inches, both 24-inch stroke, 180 pounds pressure, supposed to be more powerful than a simple engine with 18-inch by 24-inch cylinders carrying 170 pounds pressure; engines otherwise alike? A.—Hardly. The rule of the Schenectady Works is to make two-cylinder compounds with the high-pressure cylinder 1 inch larger in diameter than a simple engine of similar design and for similar work, the low-pressure cylinder is usually made 2.2 times the area of the high-pressure cylinder. Engines so built have been found to do the same work as simple engines of their class.



## A CORRECTION.

MR. EDITOR:—In the November MAGAZINE there appeared an article on combustion which was marred by an error that the writer, "T. J. H.," unwittingly allowed to creep in, viz: One pound of air, at ordinary pressure and temperature, occupies 13.003 cubic feet; therefore, to furnish the necessary amount of oxygen for the combustion of each pound of coal, we must admit into the fire mixture 35.3003 feet of air.

The mistake is made by confounding air and oxygen and according them the same value in the process of combustion, when, in fact, one pound of air only possesses one-fifth the value of one pound of oxygen for combustion purposes, for the reason that only one-fifth part of air, by weight, is oxygen, which is the only element in the air that is of any value in the combustion of fuel, the other four-fifths being nitrogen and of no use; it is as the chaff in so much wheat. One thousand cubic feet of air weighs 80.728 pounds; 53.85 cubic feet of air contains 1 pound of oxygen and 3.347 pounds of nitrogen; two and two-thirds times 53.85 is 143.6, therefore it would require 143.6 cubic feet of air to properly combine with 1 pound of coal instead of 35.3003 cubic feet; and each square foot of grate surface would require, providing an engine burned 2,500 pounds of coal per hour, 358.5 cubic feet of air per minute, instead of 88.1033.

On page 1,008, "W. J. S." answers his own question, which appeared in July MAGAZINE, on how to stop an engine off the centre when one side is disabled. Some time ago I heard the same question and answer, and memorized it for future use; not long afterwards, while running a 55-ton consolidation engine, I found it necessary to disconnect the l. h. side; I then tried this improved method of stopping a disabled engine and made a complete failure of it. Out of fifteen stops, I only stopped her off the centre twice. I reversed her going fast, I reversed her going slow; I gave her a little steam, I gave her a whole lot of steam, and I didn't give her any steam at all, but it was just the same; with the regularity of an eight-day clock, the steam permitted the piston to stop at the end of the stroke every time.

I have since thought that my failure should not have been altogether attributed to the plan of running the engine and giving her steam; it may have been caused by other reasons, notably, the great weight of the engine, improperly counter-balanced, which would be aggravated by the rods being removed from the disabled side, also the heavy train, which consisted of sixteen refrigerator cars loaded with meat and other perishables, this being the heaviest class of freight that is hauled. The brake was also poor; it was a vacuum brake and I could not graduate it, so I put it on full force, and before I could release it the engine was invariably stuck on the centre.

In the light of my experience, I am rather dubious about the advantages of "W. J. S.'s" plan, but would like to hear from some of the contributors to the Mechanical Department who may have had experience in a similar case. In conclusion, let me point out a wrinkle

to any one who may try the above method. If you plug your engine and she stops on the centre, don't forget to work the steam out of your cylinder with the reverse lever before attempting to pinch her ahead. If you don't do this you will have to overcome the resistance occasioned by the pressure of steam against the piston head, in addition to the weight of your engine.

*James Deegan.*

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## THE DIFFICULTIES OF ATTAINING HIGH SPEED WITH THE PRESENT STYLE OF LOCOMOTIVE.

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**MR. EDITOR:**—High speed seems to engage the attention of our progressive mechanics at present, and, in fact, it is a common thing in the United States to travel at the rate of sixty and seventy miles an hour, that is, for short distances, but to maintain a speed of over seventy miles an hour, I think, becomes impossible with the locomotives we are now using.

According to M. N. Forney, the greatest living authority on the locomotive, to run seventy miles per hour a locomotive with a six foot wheel must complete more than five revolutions per second, and during each revolution each piston and its connections must stop and start twice. As the speed of seventy miles per hour is not maintained regularly, how are we going to travel one hundred miles per hour with our present locomotives, as some of our experts predict?

Another obstacle is wind resistance, which becomes greater at high speeds; and again we must consider the wonderful velocity with which steam must get into the cylinders, exert the requisite power against the pistons and then get out without causing excessive back pressure in front of the pistons.

Too-contracted exhaust nozzles also cause back pressure by obstructing the free flow of exhaust steam; yet they must be more or less contracted so as to produce a blast through the stack to stimulate the fires.

It can be readily seen that when we attempt to remedy one defect we are brought in contact with another. Just how these obstacles will finally be overcome it is too early to predict; but I think that the traveling public will have to be satisfied with the present speed of our locomotives for some time to come.

*Walter C. Garaghty.*

BALTIMORE, MD.

# WOMAN'S DEPARTMENT.

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EDITED BY IDA A. HARPER, INDIANAPOLIS, IND.

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## ONE LESSON OF THE CAMPAIGN.

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A significant feature of the campaign recently ended was the prominent part taken by women. A Woman's Republican Association was organized with headquarters in New York City, under the leadership of Mrs. J. Ellen Foster, a woman of great ability and powerful oratory. Auxiliaries were formed in many states, speakers were sent out and much hard work was done by Republican women in various parts of the country. In Kansas Miss Susan B. Anthony and Mrs. Laura M. Johns made a speaking tour over the entire state. Some work was done for the Democratic party by women, but we have been unable to find anything definite in regard to it. As a party Democracy has not been favorable to the idea of woman suffrage, New York being the only state in which the question has ever received a Democratic majority when brought to a vote in the legislature. When governor of New York Mr. Cleveland signed several bills, giving semi-political rights to women, and David B. Hill, when governor, and the present Governor Flower also have used their influence in favor of women. On the other hand President Harrison is said to look with disfavor upon woman suffrage, although it was granted by the Republican party to women in Kansas and Wyoming, and the latter state owes its admission into the Union with women suffrage as part of its constitution, to the Republican votes of the last congress, so the question cannot be considered as a partisan one.

The work of women in the Prohibition party is so well known as scarcely to need recapitulation. Their national conventions always adopt a woman suffrage plank, and the same is true of all their state conventions except in the South, which takes a conservative position upon this question. It is perhaps not an exaggerated statement to say that there is not a prominent Prohibitionist, either man or woman, who is not in favor of equal political rights. The vast majority of the party is composed of women and its most eloquent speakers belong to this sex. It is sometimes charged that this very fact is detrimental to the cause of universal suffrage, as neither of the old parties will be willing to enfranchise a great body of voters who will declare for prohibition. Be that as it may, it is a fact that the Woman's Christian Temperance Union has been the greatest factor ever known for developing the latent powers of women and showing their capabilities in hitherto untried fields.

The most conspicuous work done by women in the last campaign

was seen in the so-called People's party. No such a political canvass was ever made by a woman as that conducted by Mrs. Mary A. Lease. She spoke in almost all the states in the Union, making a tour from Puget Sound in the far northwest, to Florida, in the extreme southeast. She has been berated by the press of both the old parties and everything possible in the way of ridicule and abuse has been heaped upon her, with the exception that not the worst of her enemies has cast a reproach upon her reputation as a woman, and yet the chief argument of those opposed to women in politics is that their reputation would suffer. In contradiction to this argument the statement may be made that of all the women of all political parties who took a public part in this campaign, not one comes out of it with a blemish upon her personal character. Mrs. Diggs, Mrs. Todd, Mrs. Emery and many other women were prominent in the work of the People's party, which, as an organization, recognizes no political distinctions of sex, although naturally there is individual objection. Their national convention held at Omaha declared for "equal rights and equal privileges for men and women," and many of the state conventions incorporated a woman suffrage plank in their platforms.

In all the large colleges for girls throughout the country there was a deep interest in the political situation. At Vassar the Harrison and Reid club of two hundred young women had a great rally and parade with bands, speeches, &c. At Wellesley all political parties were represented among the girls by debates, speeches, parades, etc., and on election day they set up polls in the chapel and voted by the Australian ballot system. At Bryn Mawr the girls petitioned for lectures on protection and free trade, and distinguished advocates of both theories were invited by the college authorities to address them. These same things were done at girls' colleges throughout the land, showing the tendencies of women toward politics. A part of every university extension course, the members of which are chiefly women, is the lectures on political economy, and in all of our cities we find classes and clubs of women for the purpose of studying this science. The audiences of the political speaking during the campaign were so largely composed of women that it became a question in many places whether it was expedient to permit them to crowd out the voters.

All these straws show the blowing of the wind in one direction, i. e., the preparation of women to exercise political rights and a demand for this privilege, in the near future, that cannot be refused.

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## THE WOMAN'S DEPARTMENT FOR 1893.

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There doubtless will be general rejoicing among our readers to know that Mr. Debs will continue in charge of the MAGAZINE. His superior ability as an executive manager and his commanding talent as a writer are universally recognized within the brotherhood and widely known outside of it, but we, of the Woman's Department,

have especial cause for rejoicing. No truer friend to woman ever lived, no man who was readier to concede to them every right and privilege which he himself enjoyed and, in addition, to extend to them all the assistance and protection which a stronger can give to a weaker sex. In conducting this department he has been always in favor of the widest discussion and liberty of speech, and of granting all the space that the interests of the MAGAZINE would permit. It is, therefore, a most fortunate thing for the future growth and success of the Woman's Department, with its far-reaching influence, that our beloved MAGAZINE is still to remain under the control of our best friend, Eugene V. Debs.

We feel sure that all of our correspondents will place the good of the department above all personal considerations and that they will approve of the regulations that have been made for our guidance in the future. In the first place, all communications must be signed with the correct name of the writer, and this name will be published. This course has been decided upon to give more dignity to the MAGAZINE and to place on the contributors more responsibility. One who writes over his own name will be much more careful to do good work, and that is what we want. The MAGAZINE has passed beyond the period of anonymous communications. No exceptions will be made to this rule. We shall also have to be more discriminating, hereafter, in selecting letters for publication. We cannot be governed by personal feelings or by the wish to oblige. The letters must stand solely on their merits and the editor of the Woman's Department will be held to account for the judgment displayed in this selection. Our writers need not feel discouraged, but must make greater effort than before. We do not wish letters, but articles on some subject, with appropriate titles. We trust they will be written with ink upon respectable paper. We fully appreciate the attempts of our correspondents, but the interests of the MAGAZINE will be the first consideration and we shall use only what we believe will add to its value. Considerable leniency has been shown this month, but henceforth these regulations will be strictly observed, and we hope to have the cordial co-operation of both old and new contributors.

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## OUR CORRESPONDENTS.

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"Oleander," of Decatur, Ills., answers "Belle," and thinks leisure moments should be spent in writing letters, reading, making calls and discussing ways and means with one's household.—"Shorty," of Renovo, Pa., enjoys the MAGAZINE, and thinks the suggestions in regard to kissing are "immense."—"N. E. S.," of Logansport, Ind., uses too much space in describing her town. She thinks most of the women she knows are as capable of voting as T. W. H., of Sanford, Fla., appears to be, and she compliments highly the article entitled "Unvarnished Truth."—Mrs. O. H. writes from Centralia, Ill., speaking many kind words for firemen, who deserve the highest

praise.—“Maggie,” of Truro, Nova Scotia, has read the *MAGAZINE* five years and compliments Sunbeam Lodge, No. 171, of which her husband is a member.—Mrs. G. T. M. sends a long description of Leavenworth, Kansas, which we have not space for. Her husband is a devoted lodge man.—Mrs. Jones’ poem will appear next month.—Miss B. H., South Butte, Mont.: we cannot use obituary poetry.—“Carrie,” of Baltimore, Md., writes affectionately of absent husbands.—Mrs. L. W. K. of Lafayette, Ind., wants to hear more on the subject of corporal punishment.—“Sister,” of Atlanta, Ga., kindly sends a clipping entitled “Regard for Others,” which we cannot use for want of space.—“Minnie,” of Independence, Kan., is very fond of Mrs. Bloom’s verses and has read the *MAGAZINE* four or five years.—Mrs. George Gray, of Juab Utah, criticises Mrs. Fuller’s letter on Salt Lake City, referring to the public schools. She says the people could much better have afforded to pay tuition than the excessive taxes imposed by the Gentiles.—“Nora,” of Grand Junction, Colo., expresses the pleasure she finds in the *MAGAZINE* and glorifies the railroad boys.—“James,” of Detroit, Mich.: we regret exceedingly to be obliged to decline your article. It is written with much ability but is too long and is not entirely appropriate for the Woman’s Department. We will return it to you to use elsewhere if you will send six cents postage.—Mrs. C. W. L., Dearborn, Mich., we cannot use your article on “The Second Coming of Christ.” We do not consider it advisable to encourage religious controversy in the *MAGAZINE*. Send postage if you wish its return.—Thanks to Kennesaw Lodge, No. 247, for invitation to Thanksgiving ball.

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## NOTES AND COMMENTS.

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In a previous number of the *MAGAZINE* we gave an account of the World’s Fair Dormitory Association, formed for the purpose of affording cheap accommodations for women who attend the exposition. The chairman of this association is Mrs. Matilda B. Carse, who originated the idea of the great W. C. T. U. Temple just completed in Chicago, and is a woman of much executive force. She has just made her first report. The plan is to erect five of these dormitories, each large enough to accommodate 1,000 women. The buildings will be two stories high, each bedroom having outside windows and being comfortably furnished. There will be plenty of sitting rooms with open fireplaces. Shares of stock are \$10 each. The rates will be 40 cents for a day and night’s lodging. Thus one share of stock will entitle the holder to remain twenty-five days or two persons twelve and a half days. They can take their meals wherever it suits them. These dormitories are designed especially for women of moderate means, who are thus assured of cheap, comfortable and respectable quarters. Our readers should lose no time in securing shares of this stock. It can be transferred from one per-

son to another or readily sold if not used. The managers are all thoroughly reliable women and the association is incorporated. Address Mrs. Matilda B. Carse, chairman Woman's Dormitory Association, Chicago, Ill.

Among those persons in New York City who are worth a million dollars or more are 181 women. A careful estimate states that not less than five hundred million dollars of property in that city is owned by women. These women, of course, are heavily taxed and yet not one of them is represented. The vicious, the ignorant, the paupers, of the male sex can vote to impose these taxes, but the women who have to pay them have no voice in the matter. How long would men stand such injustice?

This issue of the MAGAZINE will greet our readers at the threshold of a new year. We have laid the almanac and the calendar of 1892 almost reverently upon the fire and watched them blaze up brightly and pass away forever. They are but typical of much that came in with the year and crumbled to ashes at its close, hopes, ambitions, loves, have failed to reach fruition. Cherished ones have passed out of our lives. The close of the year brings always a reckoning that contains the elements of sadness and regret. But the retrospect holds also happy memories and the new year finds us with the realization of many bright dreams and with much to encourage us to hope and work and be of good cheer. Life holds many compensations and, while the joys and sorrows are not evenly distributed, no existence is wholly unhappy and there is often trouble that the world does not know. We will be brave and cheerful and try to make for others a Happy New Year.

At the National W. C. T. U. Convention in Omaha thirty-five of the women delegates occupied the pulpits of that city on Sunday. It was enough to make St. Paul rise right up from his ashes and ask what has become of his famous injunction that "the women should keep silent in the churches." It still exists, Mr. Paul, but the men of to-day do not think of attempting to enforce it. There are yet a number of men like yourself, but there has been a big change in the women.

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#### HAVE CHARITY.

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If we could but read aright,

The secret thoughts of heart and brain,  
The earnest longings of the soul,

Our judgment we would oft restrain,  
Would cherish naught but a kindly thought  
For those with lives deep-sorrow wrought.

Could we beneath the surface look

Into each life, and there decry  
The deep, chaotic thoughts that surge

Within the breast would we not try  
To help assuage the heart's keen pain—  
From all reproaches then refrain?

WEST OAKLAND, CAL.

Could we but know of doubts and fears,

Of hopes deferred that fill the soul,  
The silent yearnings of the heart,

O'er which the waves of sorrow roll,  
A friendly hand we would extend—  
With deeds of kindness we'd befriend.

Into each life some hidden grief,

Has found its way with stealthy tread.  
All pleasures are allied with pain,

Our brightest hopes are soonest dead.  
Grief, joy and hope walk hand in hand,  
Throughout our broad and sunny land.

Nettie Bloom.



## LETTER FROM MRS. JONES.

The first snow of the season is falling in beautiful flakes—for the snow flakes are beautiful, notwithstanding so many writers and rhymers speak of them so sarcastically. The campaign is, in a measure, over again, to bloom forth in all its usual bluster and slander in ninety-six. I often wondered if Cleveland or Harrison were one-third as mean as the respective opposing parties made them out to be, why either of them ever got the nomination. If anyone wants to find out all about himself—his good or bad qualities—let him run for office. On the one hand, he will wonder if he deserves one-fifth of the praise his party is heaping on him; on the other, he will lie awake many a long night trying to remember if he really did *one* out of the hundred mean things attributed to him, and if so, was it from the paternal or maternal side of the tree his vices sprung, and he will determine after he is elected he will redeem all the disreputable actions of his ancestors, and while he is thinking over all the good he will do, the election is over and he finds the other fellow has got there. So in all our lives, we spend too much of our valuable time in thinking what we would do if only such a thing or the other thing would only happen, and time rolls on and we near the end of our race, and we look back and wonder at the few things we really have done to any good purpose. As the old song says,

If we only could live our lives over again,  
We would be such wonderful women and men.

It was my intention to have written a letter to the dear MAGAZINE as soon as I returned from my trip to Indianapolis, but sickness in the family prevented my doing so; also prevented my accepting the kind invitation to attend the firemen's convention at Cincinnati. This was a sore disappointment to me, but I was glad to find the convention survived it.

A great many of our readers have enjoyed Mrs. Harper's account of her trip to California, but few of our readers are aware of how suddenly her pleasant trip was brought to a close. Who knows what a day may bring forth? Mrs. Harper, starting on her pleasant trip like many of us have often done, anticipated a happy time and a safe return. Bidding adieu to her loved and loving mother and daughter, with a joyous heart and with the warm kisses of her loved ones lingering on her lips, with their prayers for her safe return sent fervently up to heaven, with a light heart, conscious of deserving her much needed vacation, she boarded the cars headed for the west, but after partly enjoying the beautiful scenery, and while thinking of her duties to our readers, in the midst of her pleasant journey—having just arrived at San Francisco, the message was speeding from Indianapolis on the same wires that have so many times brought a similar message to the wives or families of railroad men, and struck terror to the heart. Yes, dear Mrs. Harper received the sad message that her mother, her loved, her idolized mother, had received the summons to go on another journey from whence there was no hope of her returning to welcome home the fond daughter who was too far away to receive her farewell embrace or blessing. God moves in a mysterious way, so mysterious, indeed, that few of us, no matter how Christian-like we may try to be, we cannot at all times grasp the reason of why should these sorrows happen to us. Mrs. Harper left the party she was traveling with and returned home at once. My meeting with her is one of those great pleasures that occur to us sometimes in life, no matter how little we deserve them, and one which I would not, if I could, forget. Bravely struggling to forget, in a measure, her sorrow by hard work, she resumed her duties as soon as the dear mother had been laid in the city of the dead, and feeling that there is yet the great treasure of a young and promising daughter just budding into womanhood left to care for. Mrs. Harper performs her duties, if possible, in a more conscientious manner than ever, but the depth of feeling betrayed while speaking of her mother, and the love light that came into her eyes while talking of her daughter impressed me so deeply that I can never forget my visit to her. May our Heavenly Father be pleased to spare this loving daughter and mother to each other, I sincerely pray, and

L F M 6 Jan 98

may He who helped her bear that sorrowful return journey guide and keep them safely through life until they clasp again the hands of the mother so loved.

I cannot exactly understand why Mrs. Tewksbury can not put her fine clothes in the first boiler of water, and in this way it would surely do for the rest of the clothes without so much changing; however, as I cannot see exactly as others do always, I may be in much the same kind of a predicament as I was one day last week. I had a kind of a baking fit, or an inspiration for doing a good deal of baking that day. In my mind I could see pies and cakes and cookies and all *sich* coming out of that oven done to a turn. Well, I fixed my fire as usual and felt sure my usually good oven would soon be ready. When I thought the time was up I felt my oven, but it was as cold or nearly so as the proverbial ditch water. I raked and poked and poked and raked, all to no purpose; that oven was as contrary as the contrariest of us poor women are supposed to be. So I gave up in despair, deciding that it was another of fate's disappointments, and when hubby came home that evening I related my tale of woe and my great grievance. He says, in a man's brusque manner: "Must be something wrong in the fixing." I said: "No, sir, I fixed it just as usual." He stood up and looked at it about three seconds (I'll give him credit for just that time), when he remarked: "Does the elbow generally connect with the other top length of pipe, or do you leave an inch or so of space as an air hole, or ventilation or something of the sort? I see it happens this way just now." And would you believe it, my readers? I had been all day worrying with that stove just because I did not hold my head high enough to see my mistake. How many of the weaker sex have failed to hold their heads high enough to avert a far more serious mistake than this?

Well, "Irene," hubby says you are possessed of vastly more common sense than myself (complimentary, isn't he?) just because you advise me to get rid of that little Texas pony. He says I'll come home some day looking like the last rose of summer. Wonder will the pony have sense enough to stay away in the event of such a probability? With love to all,

*Mrs. Henry B. Jones.*

[Mrs. Jones, in her generous sympathy, has touched upon a subject on which I could not and can not speak. I appreciate her kindness.—Ed.]

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## HOME TOPICS.

I have been an interested reader of the MAGAZINE for several years and enjoy the Woman's Department very much. I think if it improves as much accordingly in the future as it has in the past it will certainly be the peer of any magazine. I have three brothers who are railroad men.

I enjoyed Nora Bull's letter in the November number very much, and hope she will write again, soon. I do not believe in corporal punishment. Any child will obey much more quickly when commanded gently and kindly than when it hates the one in authority, for what other feeling can a child have for any one when in constant fear of punishment from them? Of course I do not believe in allowing a child to have all its own way, but do think a little kindness will do more good than punishment or threats of the same.

"A Fireman's Friend" asks for recipes. I send one for mince meat, which I believe to be excellent: Seed one pound of raisins and chop fine, one pound currants, the same amount of green apples, lean beef and suet, all chopped fine. Add one large nutmeg, one pound sugar, one-half teaspoon cloves, a pint of whisky and one-quarter pound lemon peel candied, and citron mixed. Do not put any water in. It is said this mincemeat will last a long time without becoming sour.

Sincerely wishing the MAGAZINE all prosperity, I am  
SAN ANTONIO, TEX.

*Ida Gregory.*

## CHRISTMAS THOUGHTS.

Christmas is now growing near, and many of our dear friends that were with us last year are gone—never to return to us on earth, and many of us who are well and enjoy life now, may be like them in another year, sleeping the last sleep that knows no waking, sleeping in the cold, cold ground, where the snow drifts and the cold fierce wind blows in winter and the flowers bloom and the little birds sing their sweet songs in the spring. They know or hear it not, for they are beyond all earthly things. Their griefs and sorrows are all past. We can go and stand around their graves which hold all that was dear to us on earth, we can plant flowers and water them with our tears, but it will do those who sleep below no good, but if we had said and done pleasanter things while they lived how much pain and heartache we might have saved them. We ought to think of this and act. Life is uncertain, we have no promise of tomorrow, and we know not what a year may bring forth. We cannot see into the future, but we can look back and see our past. We ought to so live that when we look back we could see no clouds, nothing to be sorry for or regret.

It is near Christmas and how many of us are going home to see our folks and friends. Think of your boyhood days—your schoolhood days, when at home as a boy you learned a mother's love and care; think of the pleasure and happiness you then had at your old home. You would like to go back to those good old days that are gone, would you not? Yes, I think we all would, but that will never be, we have grown older now, many of us have homes and children of our own to care for, and our young days are past never to return, so shall this Christmas be soon. We will have a Christmas once a year till the end of time, but this one will never return, so let us all improve the chance while we have it and go home. Your old mother would be pleased to see you; it would make her old heart glad to see her boy home again. Perhaps as you read these lines the cold wind may be whistling around the corners, the snow may be drifting deep and fast, you can think of that little parlor of your old home, a good warm fire burning, surrounded by father, mother, sister and brother and all the comforts of home. You would enjoy yourself if you were there, talking over old days.

While you would be sitting there you could look back and think of the other poor boys outfacing the storm on the road, with some old, leaky engine trying to make time. You could not sit and enjoy yourself and think of the brother who was out. Perhaps he was not so fortunate as you are, perhaps he has no home to go to. You may not have in another year, so go if you can. We ought to have a little pleasure here on earth, and make others happy at the same time. We are like the leaves of the trees, they come out in the spring, in the fall they drop and decay and in the spring others take their places. So with us we are here only for awhile, and then we will go and others will step in and take our places and the world will go on as before. We may be missed perhaps for a time, but it will soon be forgotten that we ever lived. We would be remembered longer if we had done something to be remembered for. So let us try and make the lives of others pleasanter if we can.

Some of the boys have no homes to go to but many of them have a lady friend or perhaps more than a friend. Go and see her. The little girl would be glad to see you. Let her know that there is one who does not forget her. We have many noble women in the world. Many of them are wives, daughters or sisters of some of the brothers of the B. of L. F. There is nothing like the love of a true woman or girl, one who can appreciate you, one who will work and help you through life. What a fearful world this would be if it was not for the woman's love, and the influence they hold over man. A woman or girl who prizes her honor and virtue, who has a spotless character is to be prized more by men than all else on earth.

I have often heard people say that the railroad men are the hardest class of people that could be got together. I say they are the bravest we can find. Their lives are always in danger but they do not stop for that. They go where duty calls. I have been with and around railroad men for some time. As a

class I find them men of courage, tender-hearted, kind and true, always ready to save the lives of others at the risk of their own. I am a fireman and belong to that noble order the B. of L. F., and I can see and study them and know what they are. If all men were as good as the railroad boys, as a class, they would be better than they are. So, ladies, stick to your fireman true, believe in him. He will respect a lady and treat her as such. When he steps on his engine he does not know whether he will ever get off alive or not but has to trust in Him that rules both land and sea, rules all things well. It is a pleasure to him to think—to know that he has some one in this great world who cares for and trusts in him. What advantage is it to a man to gain the whole world and lose his own soul? And what advantage to a woman to gain position and wealth and lose her own happiness. Look well to the true love and let wealth alone. All of our happiness comes from true love and our homes.

So let us all try to make this Christmas the happiest one of our lives, one that will be remembered by our children when we are gone, and try to make the next year that is about to begin, a little better than the one that is going out, do a little more good than we did in the past. We all had to creep before we could walk, and little things will grow. So as they grow let it be to grow better and greater. I shall bid you one and all good night, wishing you a merry Christmas and a happy New Year. Success to the B. of L. F.

S. C. E.

[A very good article but too long. You must sign your full name next time. —Ed.]

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#### A BACHELOR'S VIEWS.

Ft. Madison, Ia., is a very beautiful place of about 1,200 inhabitants, located on the bank of the Mississippi river, with vast lumber yards and mills, a number of manufactories of various kinds and three railroads. Nauvoo Lodge, No. 391, is located here with a membership of over sixty.

In looking over the *MAGAZINE* I see some one asked the question, "What shall we do with our spare moments?" I should consider this a very easy question answered, for there is any amount of good literature and one that is of an improving turn can always find something to occupy his time in some way that will be beneficial to mind, body and soul, and at the same time be no great labor. For instance, we will take the *FIREMEN'S MAGAZINE*, and one can find food for thought in the study of the different views that are presented there on the management of homes and work. Of course, as to the management of homes I have but a limited amount of experience, as I am not a married man and I live at a hotel, but then one does not have to be a very close observer to see how things are going at the right and left.

I must congratulate "Mabel" on her cake receipt that appears in the November number, for it suits my idea exactly, and I think it would be well if many would use it.

In regard to corporal punishment, I would say that we should conduct ourselves in such a way that if children imitate us they would require no punishment of any kind, and they are sure to follow the example set by older persons. I do not altogether agree with Miss Grace B. Cutler in her August letter on "Taxation of Bachelors," for I can say from experience that a so-called bachelor has enough to contend with without an additional tax imposed on him. I would like to hear the opinion of the readers on the subject, "Should a man marry with nothing but a job in view for support?"

I will close hoping that we all will enter the new year with better resolutions and purposes, and with the help of God I hope we may be able to carry them out. With success to the B. of L. F. I am

Yours fraternally,

FT. MADISON, IOWA.

A Bachelor.

## A WORD FROM A STENOGRAPHER.

Although an appreciative reader of the FIREMEN'S MAGAZINE, this is my first attempt at writing to the department. My uncle is a fireman belonging to "Just in Time" Lodge, 149, and it is through him that I owe my first acquaintance with this MAGAZINE. Of course in this large city the periodicals published are too numerous to mention, and although I subscribe for three, besides two stenographic magazines, the Firemen's is always a welcome addition.

I was much interested in reading in the November number a "Fireman's Friend's" description of Oklahoma City, where she resides. I presume she is a stenographer, as she desires to correspond with some lady similarly employed. I am a stenographer and typewriter and have done considerable work for lawyers in this city. I should think, in such a comparatively new city as Oklahoma, where there are "lawyers without limit," that the demand for stenographers would be greater than the supply.

We have not a few first-class magazines published in this city and Philadelphia in the interest of shorthand and typewriting, and one often finds some helpful hints, suggestions and interesting notes that keep one ahead of the times. I have just finished reading one which I found very helpful. I hope you will not think it out of place if I mention it, as I thought a "Fireman's Friend" would, perhaps, like to subscribe. It is the "Stenographer," subscription \$1.00 a year. Office, 38 South Sixth street, Philadelphia.

I was amused in reading of this correspondent's experiments in the culinary art, and am glad to know there is one stenographer who spends the time not occupied in forming hooks and curves or listening to the clickety-click of the machine, in preparing herself to be a real help-mate in her married life. I am afraid few young ladies employed in a similar capacity in this city are capable of making a loaf of bread which would not make their future "Johns" have a hideous nightmare, or could wash his flannels so that after going through the requisite processes they would not be a snug fit for a lad of fourteen. I wish "Fireman's Friend" success in her experiments, and happiness in her future life. I am sure she is going the right way about it, and has evidently found out that "the best way to a man's heart is through his stomach," and will agree with the poet, that—

"We may live without poetry, music and art;

We may live without conscience and live without heart;

We may live without friends; we may live without books:—

But civilized man cannot live without cooks."

NEW YORK, N. Y.

*Fireman Jones' Niece.*

## OUR DEAD HOPES.

Not the beautiful, lifeless clay, not the stilled form, lying so pallid and helpless there, with the waxen hands folded over the pulseless breast, the fair or dark tresses banded above the calm, white brow, the bright eyes whose pale lids are sealed with His sanction, closed forever, the look of great peace, blended with the smile frozen upon those rigid features! Not that.

The weariness is over, the long suffering gone. A whisper is wafted that, for this, there is something better—something beyond! A more full fruition—a completion of that begun; but "our dead" of blighted hopes, faithless trusts, and broken promises; idols we have worshiped at the shrine of our heart's altar. Ah! how poor the clay! The ceaseless toil of years; the labor of love, the dauntless hope, a looking forward to a single ray of light to lift the gloom! Weary eyes uplifted to the faint, far-away glimmer of the silver lining of yon sombre cloud! A passing zephyr, and the gleam is hidden. Stifling the moan, it is again "onward." Success is attained only through failures, persistence accomplisheth much, but again and again do "our dead" lie before us, and for these there is no resurgam. Tenderly, aye, reverently, we

lay them away with fold upon fold of annointed linen, and the ashes of rose leaves is scattered among, as it were.

Again, and now it is with an apathy akin to death that the thorn-pierced feet press on. Almost there, almost achieved; but like Dead Sea apples and the ashes of Sodom, it returns to us. A Barmecide feast! The labor and faith have been for naught. In sacriligious awe, the aching heart cries out: "Oh, Christ, was thy crucifixion more bitter; thy humiliation deeper? Have we not shed tears of blood? Have not thorn and spear pierced our brow and side, and have we not drank to the dregs the bitter cup of the gall of woe? It comes, at length, for the indurating process is a terrible one, and He can but pity, that one grows a little less than hardened. It is thus far and no farther. The limit hath been reached. Hark! "Into each life some rain must fall."

Afar in the interminable, misty distance, where the purple and gold are commingled, where the haze rises up from the summer sea, comes the soft murmur as of silver bells, whose cords are attuned to love and joy.

The cadence rises and falls, a rythmic chime, soothing the worn-out senses, as dew upon the parched plant! Ah! it hath not been all in vain! The discipline may have been needful. Yes, "our dead hopes" forever and ever. A silent clasping of pale hands, an upward glance, a suppressed breath, ending in a sigh. The old impulses quicken, but end in sublime resignation. Then again, with myrrh, rue and rose leaves, we lay them away, gazing down with dry, hot eyes and fevered pulse, and heart ready to burst its bounds with exquisite torture.

The sweet, subtle fragrance of the "might have been" mingles with the bitter aroma of the "never to be." And yet the continuous effort against all environments hath in it the courage of divinity.

It hath not been in vain, and "sometime, somewhere, and somehow," we shall know "the hidden reason of each dark and dreary hour," the whys and wherefores of it all.

There "our dead hopes" shall have no resurrection. The flat hath gone forth, and "we stand without the gateway as the *peri* at Paradise," looking with longing eyes for that we may never have. And ah! we cannot understand.

*Eiste.*

[Come again and give your correct name.—Ed.]

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### REASONS FOR EQUAL SUFFRAGE.

It is over a year since I first attempted to write to the MAGAZINE, and seeing the subject of my last letter more fitly discussed and explained by abler writers than I am, I have since had no occasion to avail myself of the kind invitation of the editor to call again, but in reading the letters in the Woman's Department in the November issue, I came across one, signed T. W. H. to which I would like to make a reply, if you will kindly permit me to do so.

T. W. H. made the assertion, that, according to his mind no respectable woman would go to the polls to vote, or would hold public office, but he fails to state any reasons for his assertion. Probably he has none, and he is only repeating the utterance of persons opposed to every political reform, and unable to give any better reasons for their belief in man's superiority, than because Adam was created before Eve. Why should women abstain from voting? Are they not men's equal in intelligence and education? No one with common sense will deny, that the virtues necessary to honest government are developed to the highest degree in the average woman of to-day. Incessant care, comprehensive observation, intelligence, discretion, shrewd modification of details, perpetual deference to the hints of experience, are some of these virtues. If the application of human discoveries and the advance of the comfort and the convenience of modern civilization have been resisted as stoutly, as if they were a pestilence, it is not surprising that every political reform is ridiculed as visionary and denounced as incendiary. The challenge of conservatism to

the spirit of progress has this advantage, that it compels every change to prove its right by showing its reason. Whatever man does, he is more or less inspired to do, by selfish motives. Man had the ruling hand since ages unknown, and it is not much wonder, when, now his scepter is in danger, he tries by all means, right or wrong, to save it. The most popular reason for the objection to woman suffrage seems to be, that women lose their natural charm, by becoming too independent. That this is only a delusion, is conclusively proven, in different states, where woman's rights exist. For instance, take the state of Kansas, where they have municipal suffrage, or Wyoming, where they have full suffrage, and you will find that women there are held in greater respect than ever. Even if physically weaker, by proper cultivation and co-education, and through the ability to earn money by entering in various occupations, women will gain that financial independence; which will enable them to take care of themselves, and it will remove the temptation to marry in order to secure support. Another proof of the fallacy of the theory, that women lose their charm by becoming independent, is this, that men, when looking for a life partner, pass by the helpless and dependent girls, and make their choice from among those, who accomplished and educated, demonstrate their ability to take care of themselves. There is hardly any sound reason men could advance, why women should be denied equal rights with men. There are very few men to-day, who will deny the justice of women's suffrage, but the fear of being ridiculed by some of their friends, and the uncertainty of the final result of this great problem, keep them conservative.

Remembering the warning of the editor to write letters as short as possible, and hoping that abler writers than myself will express their opinion on this subject, I give my best wishes to the Woman's Department and say

*Auf Wiedersehen.*

[We are glad to hear again from our German friend, and from our point of view his arguments are sound. When he writes again he must give the readers the benefit of his name.—ED.]

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### ONE WOMAN'S EXPERIENCE.

I have just finished reading the MAGAZINE, and having a few spare minutes will enter your social circle. I am alone, as I write, but expect every minute to hear that most welcome sound, the whistle that says to me "you know," and indeed I do know that it is my fire-boy safely returned to me again, and the words spring from my heart, "I thank Thee, O, God." Do all the sisters send a prayer after the dear ones as they leave to go to their dangerous duty? Whenever my boy leaves me, with his cheerful smile and "Good-bye, Dearie," I never fail to send a prayer after him for a safe and speedy return.

Now I hear some one say, "She must be an old, long-faced, sanctimonious woman." But I am not; I will not say just how old I am, but I have been married several years and have a most interesting family, and each day find some good, new quality in my hubby.

I perfectly agree with "A Fireman's Wife," from Ft. Erie, Ont., on this "Employ Help" question. I do every bit of my own work and do it while my boy is out on the road, with the exception of the washing; and as I have a washing machine and wringer, he says he can run them better than I can, so I let him do it, and all I have to do is to put the clothes into the washer and hang them out. I think it perfect laziness for any able-bodied, railroad man's wife, who can eat three hearty meals a day, to keep a servant, and she loaf around in artistic idleness while her husband is out doing such hard work as falls to the lot of firemen. I believe in a wife being a companion and helpmeet to the husband, instead of a dead weight on his hands.

I never had house work to do before I married, but I knew how, and am now very glad I did. We run our house on the cash system and find it much the



better plan; we did not begin that way, we could not, for we had not \$100 to begin on. We went right to housekeeping and bought everything on credit, and by our economy we were soon out of debt, and now have a snug sum laid aside for a rainy day. We did not furnish our house as befits millionaires, but as suited a young couple who had nothing but what they made for themselves.

Now, young people, let me advise you, if you are using the credit system, if you cannot commence paying cash for everything, commence on your meat bill and pay for it as you get it, and you will get better meat and also be served better, and after a while you can pay cash for everything you get.

Besides doing my own work, and tending babies, I find plenty of time for fancy work, reading, music and painting, and will say I am not the only economical one of this firm, for my boy neither drinks, smokes nor chews, and spends every evening at home with his family, and I only wish all girls could get for husbands as good a fire-boy as I did.

I will tell you of a very pretty work basket I made for a young friend of mine. I took a small grape basket, gilded it and then made a padded lining for the bottom and sides, of blue silicia, using plenty of satchel powder. Over the blue lining I put a fullod cover of lace-stripe scrim, and finished the top edge with a fall of cream lace. A blue bow on the handle completed a very useful and ornamental gift. I must not forget to tell I made a cushion and thimble pocket of blue, covered with the scrim, and fastened them in with bows of ribbon. Bidding a kind good-bye to all the B. of L. F. and the MAGAZINE, I am,  
ROODHOUSE, ILLS. Pansy.

[Such prosperity and happiness as are here described are only possible where both make the effort. Neither the husband nor wife alone can create a happy and prosperous home. It must be a joint production. Sign your own name next time, or your letter will not be used.—Ed.]

### CASTLES IN THE AIR.

Last night as I sat down to rest,  
After the day's work was o'er,  
A sweet peace came stealing over me,  
As I'd seldom known before.

I thought of possessions all my own,  
Friend's, a snug bank account,  
A lovely home, and several farms  
Which rent for no small amount.

My mine at Cripple Creek "panned out"  
Beyond my greatest thought,  
And the "Futurity stakes" were won  
By the 2:10 horse I bought.

Every venture that I made,  
It seemed, would turn to gold,  
Until my possessions had increased  
To more than a thousand-fold.

But the greatest blessing of all  
That to any one could be,  
Was the love of her who was dearer  
Than all the wide world to me.

COLORADO CITY, COL.

And sweet little Madge, our first-born,  
As I stroked her sunny head,  
Lisp'd: "Won't papa please tiss me 'dain,  
"Tause I has to do to bed?"

I pondered long the reason why  
That I so blessed should be,  
While those who were more deserving far,  
Had naught but adversity.

Then a rude awakening came,  
My dream was quickly o'er,  
For I heard the caller's gentle voice,  
While he pounded on the door:

"Houlihan! get up right away!!  
You're wanted to go through  
On train thirty-three, at twelve o'clock;  
It's now eleven twenty-two!"

Wife, child, friends and fortune  
Have vanished, all in one.  
Only I am left—a poor, lone fireman,  
On a lonely midnight run.

Pat Houlihan.

# THE MAGAZINE.

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EUGENE V. DEBS . . . . . Editor  
F. W. ARNOLD . . . . . Manager  
W. N. GATES . . . . . Advertising Agent

JANUARY, 1893.

## THE LABOR PRESS.

*The Railroad Trainmen's Journal* for December has an editorial article on "Immigration," in which it advocates shutting the doors of the Republic to immigrants. Speaking of the character of immigrants, the *Journal* says:

The most undesirable class is the one we get. While the Chinese have been excluded there has been very little attention given to the almost barbarous hordes coming from Italy, Poland, Russia and Hungary. They come by the ship load, a vicious, ignorant, pestilential mob, without notions of citizenship, without the first desire to become citizens, but filled with an all absorbing desire for the American dollar and knowing this to be a free country they mistake liberty for license and act accordingly. Their governments are within themselves to a great extent, and a generous percentage of them know no rulers but the leaders of the Mafia and other kindred societies. This is the class that has accepted the invitation to come and dwell among us. They have come and we are the sufferers.

The *Journal* introduces an article from the *Chicago News-Record*, which intimates that Secretary of the Treasury Foster can properly settle the question, as follows:

There will be little regret on this side of the Atlantic over the announcement that Secretary of the Treasury Foster will presently issue an order forbidding the entrance of all immigrants who come as steerage passengers. The conditions of the order leave the way open for the occasional immigrant who may be sorely anxious to enter. If the inducements bringing him are strong enough he can come by paying cabin-passenger rates. For the multitude of others the order will, of course, be virtually prohibitive of entrance.

We think the subject is to be widely discussed and the *MAGAZINE* may take a hand in it; but if Mr. Secretary Foster is clothed with power to shut out steerage passengers and admit only cabin passengers, that ends it for the present. It is certainly a novel idea.

The *Journal* of the National Association of Machinists for December has a ringing article in favor of organization, from which we extract the following:

If there ever was a time in the history of organized labor when it needed thorough organization it is now. Don't wait until it is too late and then try to do what should be done at once. The employers of our country are already talking of reducing wages. The experience of labor in this country, and in fact in all countries, has been that only by close and thorough organization can we hope to get an advance or keep our present wages where they are. The same old story will be preached to us about values as they did about supply and demand, and if we are not alert and able to show a bold front, advantage will be taken of our indecision. The result will be the same old story—organized capital against unorganized labor. The result can be foreseen by the most obtuse. Now is the time, fellow machinists. Attend the meetings of your lodge, pay your dues promptly, and by your good example generally you will induce others who have been backward to come forward and help in the good cause. Every element and force at the command of our employers will be brought to bear to crush our unions. The hope will be entertained that we will prove more subservient to our masters.

Now, brothers, one and all, it becomes our duty to prove to the world that there is sufficient manliness in us to stand up for our organization, as only through it can we ever hope to hold what we have gained or attain future concessions. On the other hand, if we strengthen ourselves and manifest our knowledge of the best course to pursue to protect our rights and have the courage and manliness to proclaim them, we will be shown more respect.

Dan. B. Honin, of the *Railway News Reporter*, writes of Jay Gould, as follows:

By the death of the great railroad king, railway employees of every kind have lost a true and tried friend. On every line which he has controlled the standard of wages has been highest; on those lines encouragement has been given employees and as a result nearly every officer of the entire system of railways owned or operated by Gould capital is a man who has come up from the bottom. It was such treatment toward the great army of men in his employ that endeared him to all of the fraternity. The writer has worked under his management and on his lines, and of all the successful and happy days of his railway life that he recalls, those spent on the Gould roads were the happiest. We believe that the great fraternity of railroaders will exclaim with one accord, "Peace be to his ashes." His death, while not entirely unexpected, was a great shock to all. For and in behalf of the fifty thousand men in the west and south who daily serve in various capacities on the Gould system of roads the *Railway News Reporter* desires to express to the sons and daughters of our honored dead the fullest measure of sympathy in this, their hour of sorrow.

It is most agreeable in the midst of storms of detraction to hear some one who has worked on Gould's railroads, bear testimony that whatever else may be said of Jay Gould, he treated the men in his employment in a way to win their friendship and esteem. Jay Gould was not an angel, and what's more, he never pretended to be. He skinned bulls and bears, he scalped gamblers, but he did not rob workmen.

The *Union Pacific Employees' Magazine* for October has a capital article on bigotry, "mankind's greatest curse," in which it is said:

Bigotry is the most effective weapon the enemies of social advance can use. Set it to work, and it accomplishes the object without any further attention. It seems to be the biggest stock in trade among workmen. It is better than dynamite to the wreckers of labor organizations. All that is necessary is to start a rumor, and at once it is at work. There must be at least two breeds of it, and the parties interested in preparing the explosion will see that they are there represented in fair proportions.

An eminent and eloquent Irish barrister once said:

"But to what end do I argue with a bigot? a wretch, whom no philosophy can humanize, no charity soften, no religion reclaim, no miracle convert; a monster, who, red with the fires of hell, and bending under the crimes of earth, enacts his murderous divinity upon a throne of skulls, and would gladly feed, even with a brother's blood, the cannibal appetite of his rejected altar! His very interest cannot soften him into humanity. Surely if it could, no man would be found mad enough to advocate a system which cankers the very heart of society, and undermines the natural resources of government; which takes away the strongest excitement to our duty and closes up every avenue to laudable ambition.

The *Union Pacific Employees' Magazine*, for December, has a leading editorial captioned, "Labor Interests after the Election." The writer does not seem to be satisfied with the way the land slid, November 8. The trouble seems to be that the New York Chamber of Commerce gave a banquet which was attended by several distinguished (?) gentlemen, among them Grover Cleveland. Whereupon the *U. P. E. M.* says:

Men have got to be educated in what their rights are, and how they can be protected. After an election is always before another election, and it is at an election alone that practical steps are taken. It is during that period that preparations must be made. We should take example from the acts of the privileged classes, be united before, at, and after all elections. Seek the abolishment of those social conditions that overload the banquet table, while the table of a single toiler remains bare. It can never be while the sitters at the banquet table are allowed special privileges, or while the toilers believe they have any political interest in common with them, or can be furthered by delegating political power to them or their agents. We have been fooled long enough by their seeming opposition before election, and their banqueting after election. Let us rally to our mutual interests now before another election.

The *Western Laborer*, published at Omaha, sent forth No. 1, Vol. 1, Nov. 19, 1892, with Mr. Arthur L. Nelson in charge of the editorial faber. Its salutatory is captioned "Our Mission," in which it says:

In placing *The Western Laborer* before the public, we wish to distinctly and emphatically state that it has not now and does not desire to have a political "pull." This paper will always be strictly non-political and non-sectarian. It will devote its whole attention to matters which are of interest to organized workmen, and will ever, to the best of its ability, exert itself to aid their cause in all ways. Wherever and whenever organized labor is making a fight for its rights you may expect to find the *Laborer* doing its level best, and you will not be disappointed.

We congratulate organized labor of Omaha

upon its good fortune in having another champion in the field to promote its welfare and defend its rights. If the "pen is mightier than the sword" the time is at hand to test its superior might. Under plutocratic rule the sword is drawn—labor has no sword, only its pen—and we wish the pen of *The Western Laborer* a succession of brilliant victories.

We take it for granted, from the following, which appears in the *Telegrapher*, that the grand officers of the O. R. T. have their hands full of business and are not likely to be killed by rest and rust. The *Telegrapher* says:

We know that our grand officers, were such a thing possible for them to do, would be only too glad to schedule every line of railway at once, but there must be reason in all things. While it is conceded that all are anxious to see the betterment of their own line, yet they must take into consideration the fact that our grand officers are not made of iron and steel, but, are flesh and blood and will wear out. At this writing there are seventeen calls for our Grand Chief Telegrapher to come at once, and still proposed schedules being presented. At the least calculation it will take him the coming three months to adjust the grievances now approved and on file.

Manifestly, the telegraphers are wide awake and intend bettering their condition, and the *MAGAZINE* wishes them every possible success.

The *Trackmen's Ballast* for December, has an article captioned "Plain Talk" by the editor and Grand Master of the Brotherhood of Railroad Trackmen. Brother Gunn is a marksman and no mistake. He says, addressing trackmen of the brotherhood:

Two years ago next March we quit a job on the Michigan Central railroad that would have paid us \$75 per month. We started this work with \$600 in cash. The printing has cost \$700; traveling expenses, \$500; postage and stationery, \$400; rent and books, \$250; board, \$350; help, \$400; clothes, \$300. Total expenses, \$2,900. We have realized \$300 from the *Ballast*; from initiation fees, \$1,300; Grand Lodge dues, \$700. Total, \$2,300. Stop and consider: Supposing we had remained on the road, loaned our \$600, interest to date would have been \$672. Our salary would have been \$1,500. We could have saved \$36 a month for twenty months, which would have made \$700 and to-day would have had \$1,372. Have we done anything for you or have we tried to? Can you find any man in the whole country who will ever do that much again? If you can, show him to us.

That's it, Bro. Gunn, you are laying up treasures in heaven.

The *Switchmen's Journal* for December refers to the rumor that a great railroad strike would take place during 1893, as having emanated from Joseph Heimerle, of Buffalo, formerly a member of Buffalo Lodge, No. 59, of the S. M. A. A. The *Journal* says Heimerle "has no means of knowing what the organization intends to do and what he claims is the purpose of the organization is at va-

riance with a policy that has guided the S. M. A. A. for years. Even were this not so it is a sorry opinion that people must have of the wisdom of the membership of the S. M. A. A. If they believe that if such a plan was adopted it would be heralded to the world six months in advance, placing the organization in the attitude of the aggressor, whereas it is known to resort to strikes only as a final means of self-defense, and courting defeat by bringing down upon itself the execration of the public."

*The Advance Advocate*, official organ of the International Brotherhood of Railway Track Foremen, in its December issue publishes McLeod's iron clad contract with men who work on the Philadelphia and Reading railway, and remarks that "it is high time that something was being done to put a stop to such requirements being imposed upon the laboring classes of this free America, and when we reflect upon such treatment we cannot refrain from saying it is no wonder that such men as Bergman are not more plentiful in the State of Pennsylvania. For such men as McLeod and Frick would almost drive sensible men to commit acts that nothing less than the gallows would be their penalty." Yes, the McLeods, Fricks, Streators, *et al.*, seek to degrade men, and men made desperate by degradation early become criminals.

*The Age of Labor* refers to an episode in railroad affairs in Chicago, as follows:

The engineers who were discharged from the elevated road for "holding a meeting antagonistic to the company's interest," are now hunting for work. Mr. Arthur was appealed to and came to Chicago to investigate the case, but finding that the men had broken a rule of the company they were left to their fate. It appears that these engineers had called a meeting of the enginemen and trainmen for the purpose of having an understanding about mutual protection in case of any danger threatening them. The company heard of it and hunted up a rule that forbids such meetings. The men responsible for the meetings were summarily discharged and Mr. Arthur apparently approves of it—employees must not break rules. This will not surprise anybody; not a bit more than that corporations should make rules to deprive employees of a right guaranteed by the constitution of the United States.

There is one way to have peace with the plutocrats, and that is to let them have their own way.

*The Brass Worker* for December refers to the "compulsory benefit systems" as follows:

The powers that be in many shops and factories have introduced compulsory benefit systems to counteract the benefits that organizations offer to their employees to join their ranks. It is a good paying scheme for the promoters but a costly one for the men, as the moment a man quits or is discharged from the shop he loses all the money he has paid in. It should be easy for the men to realize that there is no comparison between the shop benefit systems and the benefits that are paid to the members of the brotherhood, no matter where they may travel.

Manifestly the brotherhood system is the most desirable from any point of view, since it does not tie a man down either to shop or locality—in a word, does not deprive him of his liberty.

*The Railway Shop Employee* for October, referring to the switchmen's strike at Buffalo, remarks:

But what does it matter to the governor and sheriffs of New York whether a labor organization or its members are orderly or honest law abiding citizens, if their cause be just or not, whether women and children are dying in want of food and other necessities of life, when the command from Wall street comes for troops, it must be obeyed to the letter without hesitation or thought as to whether it be for the best interests of the people to send out an army of 10,000 armed men under command of an Arnold, it is and must be done; for Wall street can furnish the blood money necessary at any political campaign if it be necessary in spite of labor organizations to place at the head of the state and county executive offices, such tools as will obey at a moment's notice the command of the strongest enemy our country is cursed with to-day, and all these crimes under legal authority and protection of law.

*The Railroad Telegrapher* of December 1st remarks that "the Order of Railroad Telegraphers is fast becoming one of the greatest labor organizations in the country—numerically, financially and beneficially. Surely, the railroad telegraphers have reason to feel proud of their organization. What was considered an impossibility seven years ago is now accomplished, but we should not stop here. Let the good work go on until we become the strongest and greatest organization of railway employees in the country. It will not take long to accomplish this now."

*The Trainmen's Journal* for October, has some very pointed comments upon the attitude of the daily press towards organized labor, particularly, when a strike occurs, when there is a demand for honest representations of condition. *The Journal* says:

On every occasion of trouble between capital and labor it seems to be the whole desire of the press, with some honorable exceptions to distort facts and make the reading public believe that workingmen interested are little short of fiends and entirely given to rapine, incendiarism and murder. It represents them as given to every form of lawlessness and classes them with the worst element of society imaginable. In short, it shows its venality from the start of the trouble to the finish.

EDWARD HURLEY, a member of Division No. 253, of the Brotherhood of Locomotive Engineers, has purchased an interest in the Atlantic Hotel, Chicago, and advises us that arrangements will be made to give members of the brotherhood and their families visiting the World's Fair a special rate, as also first-class accommodations. The hotel is located on Van Buren street, corner Sherman, and is opposite the Rock Island & Lake Shore depots. Communications in reference to rooms and rates will be promptly answered. Brother Hurley assures us that he will give special attention to railroad guests.

## A SPLENDID CHANCE FOR MAGAZINE AGENTS TO MAKE MONEY.

At the late biennial convention of the brotherhood at Cincinnati, September, 1892, a law was enacted giving Magazine Agents ten per cent. of all paid up subscriptions they obtain, provided the number of subscriptions is not less than ten. A glance at the territory embraced in the jurisdiction of the order, the number of great cities it includes, at once demonstrates that the opportunities afforded for the agents to make money are exceedingly favorable.

The purpose of the law is two-fold. It is designed to compensate the agents for extra efforts to obtain subscriptions—and by extending the circulation of the MAGAZINE, to promote the usefulness and influence of the order.

We do not hesitate to assert that the MAGAZINE will come fully up to any prudent estimate of its standing in the list of similar publications of the country. It has for a long time been in the lead of them all, and has met the most exacting demands of the order. Hence, Magazine Agents are not required to make apologies for the MAGAZINE, but may with entire propriety, refer to its various departments and challenge comparisons with other labor publications.

For every ten subscribers an agent obtains, he receives \$1.00, and if a hundred are secured, his per cent. amounts to \$10.00, and by exercising diligence, a sum may be earned that would make the pay for the time employed a good investment.

With these remarks we take the brotherly liberty of urging upon the Magazine Agents zealous work in extending the circulation of the MAGAZINE, and the more money they make by their efforts, the greater will be our gratification.

## STRIKE ON THE DENVER & RIO GRANDE RAILROAD.

The history of the strike on the Denver & Rio Grande R. R., which occurred October 15, 1892, is on our table, compiled by the officials of the road, and being documentary throughout, must be accepted as correct. The order which led to the strike was as follows:

SALIDA, COLO., August 22, 1892.

*Conductors and Enginemen, Second Division:*

Train and Enginemen on trains 61 and 64 must not detain their trains to get meals at Malta or Glenwood.

On leaving terminals you must go prepared to go through, as these trains must make time.

(Signed) R. M. RIDGWAY, Superintendent.

We have no desire to comment largely upon this ill-advised strike, in which there seemed to be a purpose to avoid a settlement by arbitration.

An engineer by the name of William Gor-

don, refused to obey the orders of the Superintendent, and left his engine; for this he was suspended 30 days, then a demand was made for his reinstatement, and if not granted a strike was to result and did result. The MAGAZINE is fully of the opinion, that in this case, the men, by refusing an offer to arbitrate the difficulty with the officials of the road, acted injudiciously, and the MAGAZINE does not indorse that sort of a strike. It is quite probable that the order of the Superintendent was hasty and should have been modified, but it was not of a character to warrant a strike, which could easily have been avoided if engineer Gordon had exercised ordinary forbearance. Manifestly, if that sort of a policy is to prevail, utter demoralization in railroad affairs would be inaugurated. We hold that a strike should be the last resort, and inasmuch as certain employees on the D. & R. G. ignored that idea and refused overtures for arbitration, they were clearly in the wrong.

## FOR COMMISSIONER OF LABOR.

Geo. E. Gunn, Grand Master of the Brotherhood of Railroad Trackmen, is prominently mentioned as a candidate for the office of Commissioner of Labor for the state of Michigan, and his many friends are actively urging his claim to recognition. The *Charlotte Tribune* refers to Bro. Gunn in the following complimentary terms:

The *Tribune* notes with pleasure the fact that Mr. George E. Gunn, of this city, is a candidate for the office of Commissioner of Labor for this state. Certainly Mr. Rich could not find a better man for the position, and his appointment would go a great ways towards satisfying the labor organizations of the state that the republican party has practical sympathy with those who toil. The *Tribune's* position has always been that appointments should be made because of some special fitness for the place, and the fitness of Mr. Gunn is emphasized by the fact that labor organizations all over the state are petitioning for his appointment. For the past nine years, ever since he was a boy, he has been identified with labor movements. He has put his time and means into the up-building of the order of Railroad Trackmen, an order composed of the hardest worked and poorest paid men in the country. He desires this place for the benefits he could accomplish through it for laborers.

The MAGAZINE gives its hearty endorsement to Brother Gunn, believing him to be, in all regards, eminently qualified to serve the state as Commissioner of Labor, in which position he would have opportunities for the full exercise of his abilities, while he could doubtless be of great service to the cause of labor, to which he has devoted his time and energies, with such excellent results to his constituents. The MAGAZINE is always ready to endorse a representative workingman for a position of responsibility, and in this instance, the applicant is so well qualified that the testimonial is given not less as a duty than as a matter of satisfaction.

## SUNDAY CLOSING OF THE COLUMBIAN FAIR.

The indications are now cheering that the fanatical craze to close the Columbian Fair on Sundays, has about spent its force, and that the long-haired men and short haired women will be required to take a back seat. We have received from the Chicago Trades and Labor Assembly the form of a petition to Congress, asking for the repeal of that portion of the act which prohibits the admission of the people to the grounds and buildings on Sunday. The petition is as follows:

### PETITION TO CONGRESS TO OPEN THE GATES OF THE WORLD'S FAIR ON SUNDAY.

To the Senate and House of Representatives of the United States in Congress Assembled:

The undersigned members of the great industrial portion of the population of this nation respectfully petition your honorable body to repeal such part of the acts of Congress pertaining to the World's Columbian Exposition which prohibits the admission of the people to the grounds and buildings on Sunday.

We believe that the interests of the masses will be subserved by an open Fair on Sunday and that no harm can be done the people employed therein, since the Board of Directors agree that the labor of employes shall be limited to six days per week.

NAME.

ADDRESS.

Every lodge of organized workmen throughout the country should address T. J. Morgan, Chairman, Room 211, Herald Building, Chicago, and obtain a petition, secure signatures and promptly forward the same to a member of the national house of representatives or to a United States senator. No time is to be lost. Let the work be thoroughly done and Congress will heed the demand of the petitioners, and multiplied thousands will be able to derive some pleasure from the great exposition, which otherwise will be a sealed book to them.

## TRAVELING ENGINEERS' ASSOCIATION.

Preliminary steps to organize an association of traveling engineers or road foremen of engines have been taken, and the indications are that the movement will embrace representatives of all the railway systems in America. The association is to be educational in its influences and, properly directed, will be fruitful of large benefits both to its members and the companies they serve. A call for a meeting to be held at New York on January 9th has been issued as follows:

At a preliminary meeting held at Chicago, Ill., Saturday, November 12th, the following call was decided upon and is hereby issued:

We, the undersigned road foremen of engines, or traveling engineers, deeming that an association of men in our calling would be beneficial in that an exchange of ideas would tend to uniformity in our work, and to widening our information and usefulness, and, if properly conducted, would make

the position of traveling engineer recognized as one of great usefulness to railroads and engineering. It would prevent friction by promptly rectifying small abuses; prevent waste by conducting a practical education and the encouragement of economical practices.

We ask all traveling engineers and road foremen of engines to meet for the purpose of organizing an association similar to the Master Mechanics' Association, said meeting to be held at 2 P. M., Monday, January 9, 1903, at room 912, No. 6, Beekman street, New York City, office of *Locomotive Engineering*. If this meets with your approval, will you kindly correspond with John A. Hill, at above address, at your earliest convenience, stating if you will be present, or if not, if you will join the association.

C. B. Conger (chairman), C. & W. M.; W. O. Thompson (secretary), L. S. & M. S.; J. S. Boder, L. S. & M. S.; W. A. Pitcher, P. & L. E.; T. J. Hennessey, Mich. C.; M. Mast, C. & E.; W. T. Simpson, C. & G. T.; A. H. Polhamus, P. R. R.; John King, P. R. R.; A. S. Work, N. Y., C. & St. L.; N. S. More, C. & N. W. W. A. Murdock, C. & N. W.; W. A. Anthony, C. & N. W.

The MAGAZINE is greatly interested in the movement and in succeeding issues will record developments which, it is to be hoped, will be in the line of success equal to expectations.

## A NOVEL LAW POINT.

Under the above caption the *Eight Hour Herald*, of Chicago, publishes the following, which should be read by all men who are interested in the success of organized labor:

The publishers of the *Eight Hour Herald* control the advertising of certain theatrical programmes, one of the solicitors for which recently brought in an advertisement for the notoriously non-union Columbia Cigar Factory, having contracted to publish it for several months. The electrotypes and contract were immediately returned to the cigar firm, with the information that no business relations were desired with employers of their class. The firm, however, refused to receive the electrotypes, copy, etc., and after a bitter denunciation of organized labor in general, and the Cigar Makers' Union in particular, announced their intention of procuring an order of court to compel the insertion of their advertisement.

In answer to an inquiry as to why they refused to pay the cigar makers' bill of prices on the "Buck" cigar, the inquirer was gravely informed that they could not afford to, as their customers were chiefly jobbers, but how several hundred other employers in Chicago were enabled to pay the bill on the same class of goods was not explained. There was just a grain of truth, however, in the next statement vouchsafed, that "the working people didn't care whether the label appeared on the cigars or not—they would smoke them just the same." And organized labor was specially invited, in language more forcible than elegant, to do its worst to injure the sale of the "Buck" cigar. How would it be for the Federation of Labor, at its annual convention at Philadelphia next week, to accept the invitation on behalf of its 600,000 constituents?

The factory number, which is burned in every box of the various brands of the Columbia factory, is 6, First District Illinois. Perhaps your druggist, barber or tobacconist handles the goods—you might inquire. An absolute guarantee of non-union workmanship—the absence of the blue label—goes with each box.

And another novel law point will be that as to whether organized labor can accept the Columbia Cigar Factory's invitation to "do its worst" and not be accused of boycotting.

The proper thing for workmen to do in this case is to refuse to smoke the Columbia Factory's cigars, or, better still, buy only such cigars as bear the union label.

## THE GRAND TRUNK RAILROAD OF CANADA.

It always affords the MAGAZINE special satisfaction to record the liberality of railroad officials when dealing with their employees. A case in point is the course pursued by General Manager Seargeant and Mechanical Superintendent Wallace, of the Grand Trunk Railroad of Canada, in adjusting the pay of firemen on their line, one of the most important on the continent.

In conferring with the Firemen's Joint Protective Board, the pay secured by the firemen is 57 per cent. of engineers' first class pay, and the schedule gives entire satisfaction. The advance is equal to \$65,000 a year, and the arrangement, which is for two years, goes into operation on the first day of January, 1893.

The outcome of the conference with the railroad officials reflects the highest credit upon the members of the Joint Board, who exhibited consummate prudence throughout the negotiations. They were met by the officials of the road in a spirit of fair play, and we predict for officials and the firemen two years of harmonious work, alike creditable to all concerned, an illustration of what might be accomplished on all roads where the purpose is to live and let live.

In addition to the increase of wages, classification was abolished, which makes the adjustment all the more gratifying.

We congratulate the members of the Joint Protective Board upon the success of their labors.

## AWARD OF MAGAZINE PRIZES.

Name of Ag't.	Name of L'dge	No. of Lodge	No. of Subscribers.	Amount Received.	Amount of Prize.
T. J. Roberts	E. C. Fellows	143	165	\$165 00	\$100 00
E. P. Curtis	Alamo . . . .	263	155	155 00	50 00
J. O. Dart	Orange Grove	97	148 1/4	148 25	. . .
E. B. Williams	Gre't Western	24	127 1/2	. . .	. . .
E. S. King	Rose City . .	45	124 1/4	. . .	. . .

It will be observed that Brothers Roberts and Curtis carry off the prizes for 1892, and that Bro. Dart was close after them, while Brothers Williams and King make highly respectable showings. Most heartily do we congratulate Brothers Roberts and Curtis upon their good fortune, nor are we less inclined to commend the good work done by Brothers Dart, Williams and King for the interest they manifested in the welfare of the MAGAZINE, and while Brothers Roberts and King have won the prizes the rank and file of the brotherhood will not forget the good work of the three Magazine Agents who secured four hundred subscribers.

## THE IRON CLAD CONTRACT.

The readers of the MAGAZINE ought to know the kind of a contract men are required to sign if they would obtain employment on the Philadelphia & Reading R. R. The contract has been published, but we give place to it in the MAGAZINE, because the time will come when, as in the records of cases of indicting, hanging and burning witches, the document will be valuable as a curiosity, particularly the stipulation that the unfortunate seeker after work absolutely abandons his manhood and everything else that distinguishes him from a slave. Here is the document:

## THE PHILADELPHIA AND READING RAILROAD CO.

### APPLICATION FOR EMPLOYMENT.

Name of applicant.

Age.

Address.

Married or single.

Where last employed, how long and in what capacity?

Reason for leaving place of last employment?

Length of time in railroad service, on what road and in what capacity?

Do you use intoxicating liquors?

Full address of reference.

Can you read and write?

Are you a member of a Labor Organization, and if so what one?

If a member, will you withdraw and refuse to support or belong to any Labor Organization if you take service with this Company?

Are you willing to become a member of the P. & R. Relief Association?

[Dated],

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[Signature].

The foregoing is the contract two unfortunate members of the B. of L. E. had signed, who, when they appealed to P. M. Arthur for such relief as a great and influential brotherhood could extend, were told that they were not entitled to consideration.

What is imperatively demanded is a law that makes all such contracts void, *ab initio*.

The article on "Short Studies in Political Economy" in this issue of the MAGAZINE is by error credited to William P. Borland instead of Wilfred P. Borland.



THE attention of our readers is specially directed to the advertisement of John J. McGrane, the "Brotherhood's Jeweler," which appears elsewhere in the MAGAZINE. Mr. McGrane is a member of Division No. 105 of the Brotherhood of Locomotive Engineers, and by fair and honorable dealing has built up an enterprise that merits the patronage of all classes of railroad men. Mr. McGrane has an extensive stock of first-class goods which he sells at reasonable prices, and those contemplating a purchase in that line will do well to give him a call. Mr. McGrane guarantees satisfaction to every purchaser, and his reputation for integrity is too well established to require endorsement.

WE have received an official portfolio of the World's Columbian Exposition, to be held during the present year, in Chicago. The little book contains illustrations of the fourteen structures, with a bird's eye view of the great Exposition Park. These illustrations are exact reproductions, in water color effects, of the original drawings, made especially for the portfolio, and are genuine works of art. The portfolio, which should be in every home in America, can be had by inclosing ten cents in postage stamps to the Charles A. Vogeler Co., Baltimore, Maryland.

### THE PROMOTION OF FIREMEN AND HIRING OF ENGINEERS.

MR. EDITOR:—I was much interested by your reference, in the November number of the MAGAZINE, to the mission of a committee of engineers sent by the Atlanta convention of the B. of L. E., to confer with the Grand Lodge of the B. of L. F., in regard to the promotion of firemen and the hiring of engineers.

I think this is a matter of the most vital importance to the welfare of both firemen and engineers, much more so than any issue that is up for debate at present, or that has been discussed in a great while. It is a question that will bear examination on its merits, and a free and open discussion is what is necessary when any question of like importance is being considered by a vast body of men, the final outcome of which will affect their earnings one way or the other.

But in coming to a verdict on the matter we should take into consideration the Jeffersonian principle, viz: "the greatest good to the greatest number," and remember that neither individuals nor trade unions can permanently prosper by the misfortunes of others. Nations, unions and individuals are so dependent on each other that a misfortune to one is an injury to all, to a certain extent.

I think it best that the Cincinnati convention did not act favorably on the engineers' proposition, unless they could have been very near unanimous on the question. The matter is now open for discussion; if it is expedient and just to both engineers and firemen, as well as to the railroad companies, it should be adopted at as early a day as practicable; if not, it should go the way of all fallacies.

It is often said that "nothing succeeds like success," but it should be remembered that nothing succeeds permanently but what is right, and that "error is not dangerous so long as truth is left free to combat it."

I will admit, for the sake of argument, that it does look selfish for a craft or profession to attempt to prevent competition by restricting the number of persons engaged in a certain occupation; but it is no more unjust than the creation of a surplus which will tend to one bidding against another, thereby lowering the wages of the entire craft; and when wages are reduced the skill and efficiency of the workers is impaired in proportion; also, consumption is, in a measure, curtailed, thereby checking production.

As I understand the matter the object of the conference between the two orders asked for by the engineers was simply to come to an amicable understanding with the firemen as to what proportion of promotions, as compared with the number of engineers hired, would be necessary to fill the vacant positions. Of course it was understood that the management of the various railroads were a very important factor in the matter; but it would be useless to present the case to them on its merits without the hearty co-operation of the firemen.

A great many of the arguments brought forward by some firemen in favor of filling all vacancies in the position of engineer by promoting a fireman, instead of, at least, filling a large per cent. of vacancies by hiring experienced engineers, are rather superficial, to say the least. Some argue that after a man has fired an engine a certain number of years he should be promoted regardless of how many competent engineers are seeking employment; and that all roads should make their own men. Then again it is said that if an engineer attends strictly to business he will not be discharged and looking for employment. This is a good deal like saying that if all men were good none would be bad. On the other hand, a great many firemen, with most of the engineers, claim that the rapid promotion of firemen is more detrimental to the interests of firemen than engineers, as the former, after they are promoted, if the wages are reduced, will have a longer period to run for small pay, than a great many old engineers who have in the past got good pay and in the natural order

of things won't run much longer; hence any act of the firemen in creating a surplus of engineers, to bid against each other for employment, would be similar in results to a son who was soon to inherit his father's estate, acting in such a way as to deprecate the value of the property at his parent's death.

Previous to 1860 a great many roads created their engineers from machinists, especially in the south; that practice has been discontinued, the whole supply of engineers being now taken from the firemen. If every competent engineer in the country was given a chance at employment there would still remain a good, healthy demand for engineers, because of the increased mileage constantly being built, vacancies caused by deaths, and others going into other kinds of business, promotions in the service, etc.

There is no reliable data at hand to show the percentage of roads which do not hire engineers, but no doubt it is very large; and under the workings of the present system the firemen on those roads that do hire engineers are placed at a disadvantage with the firemen on those roads that do not, for the reason that the discharged engineers from the latter roads go to the former seeking employment, thereby crowding out worthy firemen who have, perhaps, been firing longer than the engineers who supplant them have been firing and running altogether.

We should remember another thing: should firemen demand that no engineers be hired but that they shall be promoted from firemen, the wipers and machinist helpers, should they ever organize to benefit themselves, might demand that firemen be not hired, but promoted from their ranks. The situation would then be that an engineman would either be tied down for life to the road he started on, or after serving his apprenticeship and losing his situation he would be compelled to start life over again, on some other road, at the foot of the ladder.

We will suppose a young man starts in as machinist helper; at the end of five years he is on the right hand side; he runs five years and is discharged; then he has to start at the foot and serve five years again; after spending the best years of his life on the rail he would not be competent to go into any other business and make a success of it in the face of as much competition as there is at present. I claim that the system of rapid promotions works more to the advantage of the large army of the unemployed, men who intend to go firing but have not done so yet, than to those who are engaged in the business at present; there are vacancies continually being made at the top, and being filled at the bottom, in continual rotation; and the older the service of the fireman the more he is interested in the standing and pay of the engineer. In treating a subject of such vast

importance to enginemen, we should look at the matter in all its bearings—I might say, in a statesmanlike manner, and not only look at its effects on one road or system but take into consideration the situation in a general sense, all over North America.

LITTLE ROCK, ARK.

*Robert Heriot.*

### SHE WAS DROWNED.

"A little nonsense now and then,  
Is relished by the wisest men."

MR. EDITOR:—For the purpose of establishing my belief in the above quotation, I will relate an incident which actually occurred, and which will cause the most sedate to smile.

It has been said, many times, that you may burn an engine, but you can't drown her; the following incident will prove this to be untrue; there is one instance, at least, of an engine being drowned and towed in a corpse. The facts are as follows:

A good many years ago the M. & C. ran an accommodation train out to Germantown, 14 miles, every evening and back in the morning. One of the machinists in the shop lived in Germantown, and he got the idea into his head that he would be doing the company a great favor by running this train in addition to his day's work in the shop. He made application for the job and got it, made several successful trips, but finally came to grief. Going out one evening, he got so much water in the boiler that when he opened her up for a little grade the water ran back through the flues and actually put the fire out. She was a wood burner and did not have much fire in the box as it was near the terminus. The first thought that occurred to this juvenile engineer, was that she was burnt, and the idea was so positive to him that he never thought of trying the negative side of the question, but let the engine be towed into Memphis. The next morning a jury of inquest composed of the Master Mechanic, boss boiler maker and all the loafers around the round house, was held upon the corpse. The first witness examined was the flues; their evidence was that nothing of a serious nature had occurred to any portion of the fire-box unless it was the crown sheet. The crown sheet, being the highest authority in the matter, was then put upon the stand, and stated that as nothing serious had happened to it, the trouble was evidently somewhere else. About this time the Master Mechanic (Burke), who is always looking for new theories, bethought him of an overdose of water, and said to one of the loafers in the cab, "try those gauge cocks." This revealed the fact that the boiler was full of water. "Come out of that fire-box, Mack," exclaimed the Master Mechanic, "the cursed fool drowned her instead of burning her."

If any person doubts the above, let them ask Buck Elliott, ex-Superintendent Motive Power of the T. P. R. R., but don't intimate that he was the fireman in the case. He had just finished his time in the shop and like most other young men wanted to go on the road. It is said Buck did not want to go any more for a long time after this trip.

*Axiom.*

TUSCUMBIA, ALA.

### WILL YOU FEDERATE?

MR. EDITOR:—The writer of these lines lays no claim to the title of sage, or seer, or soothsayer. Yet he is constrained to look toward the future, though he may not be permitted to foresee with absolute certainty the coming of events. It has been his destiny, or the result of his own management, to be placed in the ranks of railway employees. He has met, at various times and places, hundreds of "railroad men" from the various branches of railway service. He has noticed from year to year dissatisfaction, discontent and unrest; and this feeling seems to be growing stronger and more marked. Employees now, more than ever before, hesitate about investing in permanent homes. Permanence in their present positions seems to be almost despaired of. From all sides and from all branches of the service is heard the declaration that men are being discharged from the service for trivial and unimportant offenses. Positions are becoming more and more difficult to obtain, and in some departments of very many roads, impossible to secure by an experienced man. The requirements of the service are becoming more and more exacting. Occurrences that formerly would have been only noticed by a few words of advice or censure are now considered sufficient cause for long suspension or dismissal from service. Employees are being subjected to rigid examinations, both as to mental qualifications and physical fitness. Duties and responsibilities are being constantly increased with compensation continually hewed down to the "danger line." The unemployed are legion.

In all of this what do we see? Nothing but a unity of suffering, a unity of uncertainty, a unity of dissatisfaction, dissent, and almost—shall I say it—a unity of degradation. In the face of all this why should there be any thing but unity of men, unity of purpose and unity of action. All, or nearly all, the branches of the railway service have corresponding organizations of employees. The pertinent question now is: Gentlemen will you federate? Will you arouse to the supreme requirement of the hour and, without selfishness, bigotry, egotism or intolerance, unite for the defense of every right you have by industry, endurance and self-

denial earned a clear and indisputable title to? If the present industrial army of railway employees as now organized and equipped will not form an effectual federation, then the men in every department of the service who are willing—aye! not only willing, but who are ready to *insist* that every other man shall have, and be secure in, the right to live by his own industry, will have to step forward and form a grand homogeneous, compact and complete union. Time, space nor ability will permit me to give further expression in this line of thought, but after reading the article quoted in the November MAGAZINE from the *Chicago Tribune*, I could not repress the exclamation, made not irreverently, but with absolute alarm and dismay, *Good God!*

*A. H. Tucker.*

### LEGISLATIVE BOARDS.

MR. EDITOR:—The question of organized labor entering into legislation is one that presents itself to every thoughtful advocate of their rights. It has been said, time and again, that the laboring men of the country possessed, in their right of suffrage, power enough to establish and maintain a revolution at any general election. The argument is not successfully refuted. The questions naturally arise, why should all the legislators belong to the aristocracy? Why should all the legislation be in the interest of the moneyed power? Have we not often ran against conspiracy laws and a whole lot of rot called treasonable acts, vested rights, etc., in our struggles for an honest day's pay for an honest day's work? Are not the men at Homestead now on trial for killing a lot of corporation thugs? Cannot armed invasion of any state, by a private army, be prohibited by law? Does any sane man believe it will be, if the plutocracy have their way?

The call to arms rang out along the Eastern coast one hundred and sixteen years ago. Eighty years have rolled away since the same call to meet the same enemy, was passed from post to post. Thirty-one years since we went forth to spill one another's blood for politics. And while all the pomp and circumstance of war is abroad in our land, the moneyed men are reaping a rich reward for the intemperance of the masses.

The rebellion was a moneyed man's war, and the rich made money out of it, while the poor made themselves poorer. I would issue a call to arms! But I would issue that call to organized labor, and I would have it arm itself for a peaceful battle of the ballot. I would have a perfected legislative board in each branch of organized labor. I would have these boards interview every candidate for the state legislature and congress and find their views on the subject of labor legislation, keep a record of their ante-election promises, and send a lobbyist

to the session to keep a record of their votes on such questions. Then, issue, for the guidance of our members, a pamphlet showing these records, just previous to each election. Educate our membership to vote as one man, regardless of party affiliations, for our friends, and do everything in their power to keep our enemies at home.

It is a plain fact to any one that little or nothing is to be gained by strikes. The general proposition is advanced that one dollar spent for legislation will accomplish more good than five dollars spent for a strike.

In Minnesota, two years ago, Nos. 61, 82, 258 and 270, sent a man to St. Paul, for less than a dollar per man, and he assisted in getting an anti-Pinkerton law and a ten-hour law on our statutes. The consequence is plain enough.

On August 14, 1892, representatives from eight lodges in Minnesota, met, pursuant to a call issued by a member of No. 82, and formed what they were pleased to term the "Minnesota State Legislative Board of the Brotherhood of Locomotive Firemen"—two other lodges had signified their intention of standing their share of the expense. The board elected a chairman and a secretary; they decided to request the Master of each lodge in the state to appoint a committee to wait on the various legislative candidates in their localities and ascertain their views on labor legislation; to send out a pamphlet showing the record made by members of the last legislature, to all organized labor in the state; to request our members and their friends to vote for our friends; to raise revenue by levying a per capita tax to meet the expense, and also to send a man to St. Paul at the coming session to have introduced and work for the passage of

1st. An Iron Clad Law, similar to H. F., 367, of the session of '91. This bill made it a misdemeanor to request any man to sign, as a condition of employment, any paper renouncing any of his rights as a citizen, or compelling any man, on penalty of dismissal from the service, to withdraw from any labor organization.

2d. A Three Year Bill. This bill, if it became a law, would prevent any man who has not fired a locomotive for at least three years from either being offered or accepting a position as a locomotive engineer. The bill aims to strike a blow at every corporation who are doing their d—dest toward filling the country full of unemployed engineers.

3d. A Bill to prevent the stoppage of any part of a man's pay for life insurance, watch inspection, color blind tests, etc. The press dispatches recently informed us that a late decision in Maryland, ordered the Baltimore & Ohio railway to return to the men all of their stealings for the last nine years, from the employees' pay roll, under the catching title of "insurance."

4th. A law defining the co-employee and the superior officer, and providing that any person who has authority to issue orders to another, is a superior officer and not a co-employee. We have been quite successful in aiding our friends to get re-elected, and our enemies, who have been successful, know that we are alive and ready for another round two years from now if they don't come down off the perch a little. We will issue an assessment of one dollar, and probably have some money to go back after our bills are paid. We will hold our state board together and be ready for business two years from now.

I can cheerfully pronounce our venture a success, so far as we have gone; what the future may bring forth is not for me to say. Brothers of other states, try it. Brothers of Minnesota, stand up and dare to maintain the ground you have gained in this campaign of '92.

*Ernest B. Mayo.*

MINNEAPOLIS, MINN.

### TO COLONEL MAYNARD.

My dear Colonel, how are you? I hope you are well,  
From your head to your heels just as sound as a bell.

Mind, I mean what I say, I'm no hypocrite rogue,  
To go blarneying you up in a blatherskite brogue,  
Like the many who have an abundance of breath,  
Floating round in life's shallows, to talk one to death.

I am one who admires you, and wish in your ear  
All the sweets of the season and happy New Year.

'Tis a good while ago since I read of you first,  
And since then I have quaffed with a ravishing thirst  
Every line which I found had the stamp of the mint  
And the seal of your genius before me in print.  
But the pleasures I felt as your lines I'd peruse  
Either written in prose or the fruits of your muse,  
Were eclipsed by the eloquent sound of your tongue,  
Rolling out notes as clear as a silver toned gong.

I supposed ere we met you were hard to approach,  
That a pigmy you wouldn't permit to encroach  
On the dignity which you might safely assume,  
But your heart, I soon found, for self pride had no room.

From the glance of your eye and the grasp of your hand

Timid feelings took flight, like the wave of the wand  
Which a conjurer wields, when he wishes to please,  
And I felt in your presence perfectly at ease.

There's a temple as broad as earth's widest domain,  
With communicants bound by the creed of the brain;

On its portals all lovers of genius can tread;  
In its niches are garlands for living and dead;  
They're bestowed as a mark of distinction on few—  
Who have talents to win as brilliant as you.  
From its altars you send a delectable feast,  
For you rank in that temple a worthy high priest.

Once again I desire you a happy New Year;  
May it wax and it wane without cause for a tear.  
May its springtime be fruitful of buds, which shall blow

In the bloom of its summer with pleasure aglow;  
May its autumn and winter glide slowly away,  
Like the glimpse which we get of the sun's fading ray.

Ere he sinks in the west mid the beautiful dyes,  
Which are flashed from his face before leaving the skies.

*Shandy Maguire.*

# GRAND LODGE.



## ASSESSMENT NOTICE FOR JANUARY.

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., January 1, 1893.  
ASSESSMENT No. 84, \$2.00.

### To the Receivers of Subordinate Lodges:

**SIRS AND BROTHERS:**—You are hereby notified of the death and disability of the following members entitled to all the benefits of the order, viz:

**CLAIM No. 864.** Archie Buchanan, of Royal Gorge Lodge, No. 59, was killed by Railroad Accident, October 8, 1892.

**CLAIM No. 865.** Geo. E. White, of Prairie Lodge, No. 170, died of Diphtheria, October 22, 1892.

**CLAIM No. 866.** Al. W. C. Hoffman, of Cactus Lodge, No. 94, was killed in a Collision, October 28, 1892.

**CLAIM No. 867.** David Kelly, of Overland Lodge, No. 123, died of Heart Disease, October 28, 1892.

**CLAIM No. 868.** Richard E. Brewer, of Plain City Lodge, No. 288, was killed by Railway Accident, October 28, 1892.

**CLAIM No. 869.** Charles S. Thomas, of May-Flower Lodge, No. 415, died of Typhoid Fever, October 30, 1892.

**CLAIM No. 870.** Michael Flannigan, of D. J. Chase Lodge, No. 269, was declared totally disabled with Spinal Sclerosis, November 1, 1892.

**CLAIM No. 871.** Isaac C. Heustis, of Pacific Lodge, No. 173, was declared totally disabled by Insanity, November 5, 1892.

**CLAIM No. 872.** Thomas Stanton, of Great Western Lodge, No. 24, was killed by Railway Accident, November 6, 1892.

**CLAIM No. 873.** B. H. Carmody, of Anchor Lodge, No. 54, died from injuries received in a Collision, November 7, 1892.

**CLAIM No. 874.** William Witzig, of Chippewa Valley Lodge, No. 496, was killed in a Collision, November 10, 1892.

**CLAIM No. 875.** E. Ware Boyd, of Ramona Lodge, No. 385, died of Consumption, November 14, 1892.

**CLAIM No. 876.** Thomas W. Harkins, of Lone Star Lodge, No. 70, died of Meningitis, November 14, 1892.

**CLAIM No. 877.** Henry Veal, of J. M. Raymond Lodge, No. 49, died of Bright's Disease, November 21, 1892.

**CLAIM No. 878.** Geo. W. McFadden, of Beaver Lodge, No. 117, died of Phthisis Pulmonalis, November 22, 1892.

**CLAIM No. 879.** Wm. W. Costello, of Elkhorn Lodge, No. 28, was killed in a Wreck, November 22, 1892.

**CLAIM No. 880.** Richard J. Holahan, of Harrisburg Lodge, No. 174, died of Brain Fever, November 22, 1892.

**CLAIM No. 881.** Dennis Toner, of Marble City Lodge, No. 853, was declared totally disabled by having Hand Crushed, Nov. 23, 1892.

**CLAIM No. 882.** Patrick Trant, of Fellowship Lodge, No. 121, was declared totally disabled by Fracture of Ribs and Leg, November 24, 1892.

**CLAIM No. 883.** Wm. T. Wilson, of Oriole Lodge, No. 214, was declared totally disabled by Paralysis, November 26, 1892.

**CLAIM No. 884.** A. B. Appold, of Oriole Lodge, No. 214, was declared totally disabled by Spinal Disease, November 26, 1892.

**CLAIM No. 885.** David C. Tucker, of Adopted Daughter Lodge, No. 3, died of Typhoid Fever, November 27, 1892.

**CLAIM No. 886.** James M. Cook, of Neches Lodge, No. 156, was declared totally disabled by Injury to Leg, November 28, 1892.

**CLAIM No. 887.** John F. Gray, of Smoky City Lodge, No. 219, was killed by being Run Over by an Engine, December 4, 1892.

**CLAIM No. 888.** Robert Gardner, of Cherish Lodge, No. 440, was declared totally disabled by Spinal Disease, December 9, 1892.

**CLAIM No. 889.** Thomas Keegan, of Metropolitan Lodge, No. 368, died of Typhoid Fever, December 10, 1892.

**CLAIM No. 890.** Louis K. Shirley, of Clark Lodge, No. 297, was declared totally disabled by Locomotor Ataxia, December 10, 1892.

**CLAIM No. 891.** Walter Renwick, of St. Clair Lodge, No. 116, was declared totally disabled with Hemorrhage of Lungs, December 12, 1892.

**CLAIM No. 892.** Andrew L. Dixon, of John A. Logan Lodge, No. 470, was declared totally disabled by Fracture of Fore Arm, December 13, 1892.

An assessment of TWO DOLLARS (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount for each member whose name appears on the rolls of membership JANUARY 1ST, 1893, (also for all members having taken a withdrawal (limited or final) after NOVEMBER 1ST, and for all members who died or were totally disabled since that date), said remittance to reach the Grand Lodge not later than JANUARY 20TH, 1893, as provided in Section 50 of the Constitution. Any lodge failing to make returns as above provided will stand suspended from all the benefits of the order, as per Section 52 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. and T.

## SPECIAL NOTICE.

OFFICE OF THE GRAND LODGE, B. of L. F. }  
TERRE HAUTE, IND., December 20, 1892. }

*To Subordinate Lodges:*

DEAR SIRS AND BROTHERS:—You are advised that at the Third Biennial Convention of the brotherhood, held in the city of Cincinnati, in September, 1892, Brother Frank W. Arnold was elected Grand Secretary and Treasurer, to succeed E. V. Debs, whose term of office would expire January 1, 1893.

This notice is issued to inform the brotherhood that E. V. Debs, present Grand Secretary and Treasurer, will continue in office until January 31, 1893.

The explanation of the continuance in office of the present Grand Secretary and Treasurer is, that the quarters of the fiscal year end October 31, January 31, April 30 and July 31. By the Constitution, the official term of the Grand Secretary and Treasurer expires on January 1, 1893, thirty days before the expiration of the fiscal quarter, which ends January 31, 1893.

The accounts of the brotherhood are kept by quarters, that is to say, at the expiration of each quarter all accounts are closed and balances obtained. To do this, previous to the expiration of the quarter is impracticable, and would lead to endless and needless confusion. Therefore, to obviate such embarrassments, E. V. Debs, the present Grand Secretary and Treasurer, will continue in office to the end of the quarter, January 31, 1893. At that time he will submit his final report of the fiscal affairs of the order.

The report of the Grand Secretary and Treasurer submitted at the Cincinnati convention included all matters to the end of the fiscal year ending July 31, 1892. On January 31, 1893, six months of the current fiscal year will have expired and the report at that time will present the fiscal affairs of the order in proper shape to be turned over to his successor, Brother Frank W. Arnold, who will be inducted into office February 1, 1893, and who is clearly of the opinion that the present Grand Secretary and Treasurer should close up his accounts for the quarter ending January 31, 1893, before they are transferred to his successor.

The laws of the order provide that the Grand Secretary and Treasurer-elect shall take office on the first Monday in January, but it also provides that the officer in charge shall hold over until his successor is qualified. Brother Arnold, the Grand Secretary and Treasurer-elect, will not qualify before the first day of February, 1893.

At that time the Board of Grand Trustees will meet at the Grand Lodge office and go over the accounts for the purpose of checking the present Grand Secretary and Treasurer out, and of checking his successor into office.

The retiring Grand Secretary and Treasurer will then submit a report to each lodge of all transactions of his office from August 1, 1892, to and including January 31, 1893. At the same time the Board of Grand Trustees will submit a report to the lodges showing the result of their work.

At the next biennial convention of the brotherhood, a law will be recommended to have the Grand Secretary and Treasurer-elect inducted into office

February 1, instead of as at present, the first Monday in January, as it would be at a time when the fiscal affairs of the order are in a condition for transfer by the outgoing official to his successor.

All communications will continue to be addressed to E. V. Debs, Grand Secretary and Treasurer, up to and including January 31, 1893, and thereafter to F. W. Arnold, Grand Secretary and Treasurer.

Yours fraternally,

F. P. SARGENT, G. M.

Attest:

EUGENE V. DEBS, G. S. & T.

## QUARTERLY DUES NOTICE.

OFFICE OF THE GRAND LODGE, B. OF L. F. }  
TERRE HAUTE, IND., January 1, 1893. }

*To Members of Subordinate Lodges:*

SIRS AND BROTHERS:—Pursuant to Section 129 of the Constitution, you are hereby notified that the dues for the quarter ending April 30, 1893, (such an amount as may be determined by the several lodges, provided in no case it shall be less than five (\$5.00) dollars,) are now payable, and must be paid to the Collector of your lodge on or before February 1, 1893. This amount will be in full payment of all subordinate dues and beneficiary assessments levied by the Grand Lodge for said quarter, as provided in Section 132 of the Constitution. All beneficiary members now enrolled and all those admitted prior to March 1, 1893, are liable for the full amount of quarterly dues for said quarter. All members initiated during the months of March and April, are exempt from payment of quarterly dues for said quarter, as provided in Section 129 of the Constitution. Any member failing to make payment as above provided will be expelled from the order, as per Section 130 of the Constitution, said expulsion taking effect February 2, 1893, and the Secretary is required to make due report thereof to the Grand Lodge.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. AND T.

## NOTICE TO SECRETARIES.

OFFICE OF THE GRAND LODGE, B. OF L. F. }  
TERRE HAUTE, IND., January 1, 1893. }

*To Secretaries of Subordinate Lodges:*

SIRS AND BROTHERS:—Pursuant to Section 130 of the Constitution, you are required to report to the Grand Lodge as expelled all members who fail to make payment of their quarterly dues for the quarter ending April 30, 1893. The names of said members must be reported to you by the Collector of your lodge not later than February 2d, and by you reported to the Grand Lodge, in the prescribed form, immediately thereafter. Failing to report the names of expelled members as herein provided, the Grand Lodge will hold subordinate lodges liable for their assessments, as per Section 53 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. AND T.

## BENEFICIARY STATEMENT.

OFFICE OF GRAND SECRETARY AND TREASURER,  
TERRE HAUTE, IND., December 1, 1892.

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of November, 1892:

## RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$228	72	\$186	\$143	\$140	214	\$72	285	\$182
2	38	73	82	144	94	215	186	286	142
3	542	74	94	145	186	216	58	287	144
4	100	75	348	146	208	217	60	288	62
5	308	76	54	147	148	218	68	289	156
6	138	77	304	148	98	219	110	290	12
7	78	78	176	149	574	220	114	291	96
8	280	79	76	150	182	221	104	292	363
9	244	80	54	151	98	222	76	293	50
10	210	81	152	152	142	223	72	294	128
11	178	82	376	153	60	224	62	295	88
12	284	83	208	154	84	225	50	296	96
13	326	84	214	155	96	226	122	297	138
14	374	85	144	156	92	227	82	298	68
15	104	86	150	157	52	228	262	299	108
16	192	87	82	158	202	229	66	300	66
17	84	88	126	159	240	230	88	301	70
18	118	89	50	160	152	231	170	302	70
19	114	90	114	161	28	232	88	303	72
20	78	91	112	162	268	233	54	304	90
21	184	92	88	163	104	234	90	305	56
22	40	93	126	164	142	235	88	306	170
23	24	94	147	165	140	236	144	307	120
24	136	95	196	166	178	237	188	308	70
25	180	96	88	167	112	238	462	309	142
26	180	97	218	168	118	239	110	310	84
27	166	98	74	169	264	240	194	311	46
28	120	99	216	170	86	241	346	312	48
29	56	100	118	171	86	242	226	313	104
30	94	101	108	172	102	243	34	314	128
31	80	102	158	173	128	244	46	315	140
32	80	103	288	174	136	245	88	316	94
33	112	104	122	175	206	246	118	317	88
34	92	105	82	176	94	247	228	318	58
35	70	106	46	177	80	248	164	319	104
36	118	107	190	178	180	249	138	320	186
37	80	108	82	179	20	250	302	321	54
38	108	109	188	180	154	251	304	322	64
39	58	110	80	181	40	252	152	323	36
40	160	111	178	182	40	253	90	324	58
41	62	112	88	183	180	254	148	325	72
42	44	113	136	184	66	255	88	326	72
43	128	114	42	185	70	256	58	327	00
44	175	115	72	186	402	257	106	328	122
45	206	116	168	187		258	70	329	829
46	84	117	92	188	246	259	142	330	126
47	244	118	54	189	100	260	381	331	74
48	156	119	60	190	26	261	84	332	106
49	114	120	136	191	124	262	104	333	190
50	264	121	124	192	232	263	130	334	106
51	90	122	62	193	86	264	98	335	94
52	164	123	130	194	184	265	134	336	42
53	132	124	90	195	54	266	156	337	170
54	244	125	72	196	164	267	134	338	100
55	72	126	68	197	104	268	72	339	324
56	54	127	100	198	100	269	124	340	74
57	290	128	70	199	58	270	198	341	52
58	84	129	200	200	38	271	74	342	58
59	182	130	190	201	92	272	42	343	54
60	24	131	80	202	134	273	126	344	104
61	170	132	104	203	146	274	146	345	60
62	124	133	142	204	60	275	76	346	38
63	122	134	114	205	118	276	64	347	58
64	110	135	88	206	124	277	24	348	100
65	96	136	46	207	192	278	40	349	88
66	88	137	56	208	74	279	68	350	110
67	182	138	96	209	112	280	40	351	34
68	94	139	54	210	50	281	82	352	88
69	58	140	176	211	190	282	90	353	60
70	84	141	810	212	74	283	82	354	134
71	140	142	240	213	52	284	294	355	98

## RECEIPTS—Continued.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
427	\$60	439	\$66	451	\$38	463	\$70	475	\$98
428	48	440	112	452	464	464	88	476	44
429	62	441	60	453	52	465	48	477	30
430	74	442	66	454	112	466	174	478	62
431	84	443	68	455	44	467	74	479	48
432	108	444	142	456	60	468	40	480	30
433	78	445	58	457	42	469	32	481	64
434	114	446	78	458	50	470	72	482	52
435	44	447	120	459	82	471	54	483	46
436	50	448	82	460	72	472	122	484	
437	40	449	72	461	50	473	74	485	156
438	38	450	96	462	84	474	38	486	46

Balance on hand November 1, 1892 . . . . \$6,337 75  
Received during month . . . . . 52,756 00

Total . . . . . \$59,093 75

## DISBURSEMENTS.

By claims 810, 811, 812, 813, 814, 815, 816,  
817, 818, 819, 820, 821, 822, 823, 824, 825, 826,  
827, 828, 829, 830, 831, 832, 833, 834, 835, 836 . . \$40,500 00

Balance on hand December 1, 1892 . . . \$18,593 75

Respectfully submitted,  
EUGENE V. DEBS.

## THE ROBINSON MONUMENT FUND.

The following subscriptions to the Robinson Monument Fund have been received since our last report:

Forest City Lodge, No. 10, B. of L. F., Cleveland, Ohio	\$10 00
Cotton Belt Lodge, No. 204, B. of L. F., Jonesboro, Ark	15 00
J. G. Ray, operator E. & R. Ry, Heltonville, Indiana	25
C. H. Harpst, operator, Wagon Wheel Gap, Colorado	25
Wm. H. Butz, Div. 131, O. R. T., Allerton, Pa	25
C. E. Ragland, agent and operator, Mulkeytown, Ills	25
J. A. Dean, operator A., T. & S. F. Ry., Cedar Point, Kansas	50
E. E. Rogers, agent and operator, Middletown, Va.	25
C. H. Frapp, agent and operator, Lilly, Mich	25
J. O. Stewart, Leeds, Ills	25
W. M. Phipps, O. R. T., Uniondale, Ind	25
E. B. Butterbaugh, Merrillan, Wis	25
M. A. Kraemer, O. R. T., Lononia, Wis	50
L. N. Swift, Div. 138, O. R. T., Osborne, Idaho	25
L. M. Tudar, Div. 26, O. R. T., Manhattan, Kan	25
Previously reported	835 57

Total . . . . . \$864 32

Remittances should be directed to the LOCOMOTIVE FIREMEN'S MAGAZINE, Terre Haute, Ind.

## HOMESTEAD CONTRIBUTIONS.

The following contributions to the fund of the Homestead strikers have been received by the Grand Secretary and Treasurer and by him forwarded to Wm. Weihe, of the Amalgamated Association of Iron and Steel Workers, Pittsburg, Pa:

North Pole Lodge No. 152, B. of L. F., West Bay City, Mich . . . . \$25 00  
J. H. Terrell, of Great Western Lodge, No. 24, B. of L. F., Parsons, Kas . . . 8 10  
McB. B. Glenn, of Vigo Lodge, No. 16, Terre Haute, Ind . . . . . 1 00

Total . . . . . \$34 10

## ACKNOWLEDGMENTS.

COEYMAN'S JUNCTION, N. Y., Dec. 11, 1892.

*To the Brotherhood of Locomotive Firemen:*

GENTLEMEN:—I wish to return my thanks for the payment of \$1,500, on December 5th, the insurance due me upon the policy of my late husband, Bronson Van Slyke.

Yours truly,  
MRS. NORA G. VAN SLYKE.

SACRAMENTO, CAL., December 15, 1892.

*To the Members of California Lodge, No. 260, B. of L. F.:*

GENTLEMEN:—Please accept my sincere thanks for the prompt payment of \$1,500.00, the full amount due on the policy held by my late son, Albert G. White.

Yours respectfully,  
MRS. R. A. WHITE.

PITTSBURG, PA., December 10, 1892.

*To the Brotherhood of Locomotive Firemen:*

GENTLEMEN:—I desire to express my sincere thanks to the members of Iron City Lodge, No. 318, for their many acts of kindness and sympathy shown me during my recent illness, and also for their prompt payment of fifteen hundred dollars, which I received through Mr. Joe King. That the brotherhood may always prosper is the sincere wish of

FRANK M. MILLER.

JACKSON, MICH., December 8, 1892.

*To Edward Bisbee, Triumphant Lodge, No. 47, B. of L. F.:*

DEAR SIR AND BROTHER:—We wish to thank you through the columns of the MAGAZINE for a "model" sent us. The model is very fine and highly appreciated by all the members. We wish Bro. Bisbee and the brotherhood much success.

Fraternally yours,

JOHN P. OGGELL,  
Secretary Gilbert Lodge, No. 240.

DOONCASTLE, IRELAND, November 14, 1892.

*M. E. Neely, Esq.:*

DEAR SIR:—I return you with heartfelt thanks the receipt for the money which I received through you, coming to me on my poor boy's sad death. I thank you very much for your goodness in sending this money without putting me to any trouble, and I shall not forget you in my poor prayers. Wishing you every blessing and comfort, I remain, dear sir,

Yours respectfully,

MARGARETTE DOLAN.

NEW ALBANY, IND., November 24, 1892.

*To the Brotherhood of Locomotive Firemen:*

GENTLEMEN:—I desire to acknowledge the receipt of a draft for fifteen hundred (\$1,500.00) dollars through our Receiver, Bro. G. L. Barbee. I sincerely thank the brothers of Clifton Heights Lodge, No. 268, for their assistance in my misfortune. I also thank Bro. Debs for the prompt payment of my claim. May the B. of L. F. ever prosper, is my prayer.

Yours most respectfully,  
IRA D. STEVENS.

BOONE, IOWA, December 12, 1892.

*To the Brotherhood of Locomotive Firemen:*

GENTLEMEN:—I wish to acknowledge the draft for fifteen hundred (\$1,500) dollars from your noble order as the amount due me on the policy held by my beloved son, Melvin E. Foster. We also feel very grateful to the members of Connecting Link Lodge, No. 26, for the many acts of kindness shown during his sickness and death. May prosperity and success ever be with the order of B. of L. F., is the sincere wish of

[MRS. W. H. FOSTER.

MUSKOGON, MICH., December 15, 1892.

*To the Brotherhood of Locomotive Firemen:*

DEAR SIRS AND BROTHERS:—I take pleasure in acknowledging the receipt of fifteen hundred (\$1,500) dollars, the full amount of my beneficiary certificate; also to express my gratitude to the brotherhood, particularly the members of Muskegon Valley Lodge, No. 481. With earnest wishes for your future prosperity, I am

Yours fraternally,

THOS. A. NEVILLS.

LINCOLN, NEB., November 15, 1892.

*To the Brotherhood of Locomotive Firemen:*

GENTLEMEN:—I wish to acknowledge through our valuable MAGAZINE the receipt of draft for \$1,500.00, the amount due on my disability claim. The draft was presented to me by Bro. J. K. Robinson, Receiver of Bee Hive Lodge, No. 179. Permit me to tender to the brotherhood my sincere thanks and gratitude, and more particularly to the officers and members of Lodge 179, for their kindness and attention. That our Heavenly Father may watch over our brotherhood and deliver its members from affliction is the sincere wish of your ever grateful brother,

E. L. PONE.

FOX DU LAC, WIS., December 22, 1892.

*To the Brotherhood of Locomotive Firemen:*

GENTLEMEN:—In my grief, in common with that of father, brothers and sisters, I offer our heartfelt gratitude to the members of Phil Sheridan Lodge, No. 888, for their kindness at the loss of our beloved son and brother, Patrick Zehren. I also tender my thanks for the draft of fifteen hundred dollars as the insurance on my late brother. Hoping your noble order will ever prosper and remain of aid and assistance to the widows and orphans, I am

Very truly yours,

MARY ZEHREN.

ST. JOSEPH, ILL., December 18, 1892.

*To the Brotherhood of Locomotive Firemen:*

GENTLEMEN:—We wish to thank you for your prompt payment of fifteen hundred dollars insurance taken out by Sylvanus Gibson, our dear son and brother, whom our Heavenly Father saw fit to take from us on the 23d of September. May God's blessings rest with each member of your noble order. May your efforts for doing good be crowned with such success that many will look up and call the order blessed. We also wish to express our thanks to the members of Central Lodge, No. 22, for their kindness and attention to our loved one and us during his sickness and death. Their kindness we shall never forget and we will always have high esteem for the grand order and all its members.

Respectfully,

MRS. MARY GIBSON AND FAMILY.

PINE BLUFF, ARK, November 21, 1892.

*To the Brotherhood of Locomotive Firemen:*

GENTLEMEN:—I am in receipt of draft for (\$1,500) fifteen hundred dollars, which was handed me by Bro. W. H. Rice, Receiver, who is a worthy member and a hard worker for the order. Please accept my sincere thanks. I am sincerely thankful to the members of Etna Lodge, No. 163, of which I am a member, for the brotherly love and affection shown me since my disability first occurred. I also desire to thank the engineers, firemen and conductors of the following named roads (except the old engineer who runs between Bowling Green and Paris (L. & N.) who does not recognize brotherhood men of any class): Wabash, L. D. & W., C. & H. D., Little Miami, N. Y. C. & St. L., W. N. Y. & P. L. & N., for the many kindnesses and courtesies shown me while going over those lines in search of a physician that could give me some hope or relief. Hoping that the order may prosper in the future, as it has in the past, and that its field of usefulness may ever increase, I remain, as ever,

Yours fraternally,

DEWITT HOPE.



COLUMBUS, OHIO, December 1, 1892.

To the Members of *Franklin Lodge, No. 9, B. of L. F.*:

**GENTLEMEN AND BROTHERS:**—Please allow myself and brothers to extend our most sincere thanks for the many kind acts you showed us during the sad death of our dear father, Peter Schneider. Tongue cannot tell how we appreciate your kindness. Also accepted thanks for the beautiful floral offering presented. And may the blessings of God always rest upon you and our noble order.

We remain sincerely and fraternally,

HENRY C. SCHNEIDER.  
SILAS F. SCHNEIDER.  
GEORGE SCHNEIDER.

#### ADDRESSES WANTED.

**HARRY E. STITELER**—Formerly a member of *Flowers Land Lodge, No. 846, Pensacola, Fla.* Any one knowing his whereabouts will please correspond with the Secretary of said lodge.

**PETER RUDISILLE**—Formerly a member of *Trinity Lodge, No. 88, Fort Worth, Tex.* He is an engineer and left for Mexico about two years ago in search of employment, since which nothing has been heard from him. Anyone knowing anything concerning him will confer a great favor by communicating with his wife, Mrs. Jennie Rudisille, 400 Railroad avenue, Fort Worth, Texas.

**M. F. J. BROEFFLE**—A member of *Adair Lodge, No. 100*, who was allowed his disability claim, \$1,500.00, some months ago, disappeared shortly afterward and has not been heard from since. Anyone knowing of his whereabouts will please correspond with the Secretary of said lodge.

**GEO. A. MOSS**—When last heard from was running on the *M., K. & T. Ry.* out of Denison, Tex. Anyone knowing his address will confer a great favor by advising his mother, Mrs. Mary E. Moss, Brookfield, Mo., or his brother, L. Moss, Caldwell, Kas.

#### BOUND VOLUMES OF THE MAGAZINE.

We have on hand a supply of bound volumes of the *MAGAZINE* for the year 1891.

The volumes are artistically bound in a way to withstand wear, and we need not say are intrinsically valuable, containing as they do, a wide range of topics upon subjects well calculated to interest the general reader, as well as those who are the students of labor problems.

In this connection we suggest that these bound volumes of the *MAGAZINE* would be a valuable present on birth day occasions, or as tokens of remembrance, to be presented at any time, and as the price has been reduced to \$1.25 we shall hope to receive sufficient orders to reduce the supply, since no fireman's library would be complete without one.

By addressing *LOCOMOTIVE FIREMEN'S MAGAZINE, Terre Haute, Indiana*, orders will be promptly filled. Cash must accompany each order.

#### JUST WHAT IS WANTED.

Business is alive to a great coming event, and preparations of all sorts for the *Columbian Exposition* in 1893 are active and earnest. Just what is wanted of a unique kind has happily already made its appearance, and we have before us "*THE OFFICIAL PORTFOLIO OF THE WORLD'S COLUMBIAN EXPOSITION*," illustrated from water color drawings. This Portfolio is a rare and beautiful exponent of the main architectural features of the great Exposition at Chicago in 1893. The fourteen magnificent structures are faithfully exhibited, while the bird's-eye view gives a realistic glance at the lay of the grounds, with their principal buildings, lagoons, etc. The illustrations are exact reproductions, in water color effects, of the original drawings, made especially for this purpose from the official plans, by America's best known water color artist, Charles Graham. A copy of this exceptionally fine production will be sent to any address upon receipt of 10 cents in postage stamps, by the *Charles A. Vogeler Co., Baltimore, Md.*

*W. Baker & Co.'s Breakfast Cocoa* is a very comforting drink as the weather grows colder. One of its special merits, giving it a great advantage over tea and coffee, is its heat-giving quality; it fortifies delicate constitutions against the cold, supplying an easily appropriated fuel for those internal fires upon the adequate support of which health and happiness depend. *W. Baker & Co.'s Breakfast Cocoa* may therefore be especially commended as a morning drink, and many people who are liable to sleeplessness have found that a cup of it taken hot on going to bed brings a sound and refreshing sleep. It is absolutely pure, and it is soluble. Unlike the Dutch process, no alkalies or other chemicals are used in its manufacture.

This is an age of co-operation—an era in which large numbers of people are joining together for the purpose of bettering their moral, social and financial condition. We take great pleasure in calling the attention of the brotherhood to a highly deserving institution working along this line. We refer to the *Railway Building and Loan Association* of Minneapolis, Minn., an organization which was effected in 1888 by a number of railroad men, among them John G. Taylor, General Passenger and Ticket Agent of the "Soo" railroad, and J. C. Howard, Assistant Superintendent of the C., B. & Q. Railroad. The company has grown rapidly and solidly, and numbers among its members a great many railroad men. It has invested mortgage assets aggregating \$350,000. Its plans are most liberal and equitable. The Association does business throughout almost the entire country and persons may join at any time. The plan requires the payment from each member of a small sum each month, and these sums are loaned out to other members to aid them in building homes or for other purposes, security for the money being taken by a mortgage upon the home. Many cities of this country, notably Philadelphia and Cincinnati, have been built up in this way. "The Railway" combines the very best features of the very best building and loan associations, whether local or general. It allows demand withdrawals, and if members prefer guarantees the rates of dividend. It is a commendable thing for a man working upon a salary to lay aside a portion of his earnings as an investment; such savings will soon grow into large amounts. This plan of systematic saving is in itself an education. The money thus saved and invested will serve many a useful purpose. More railroad men should own their homes. Under this plan they can own their homes by making such payments as they have heretofore been paying as rent.

#### MAN AND THE LOCOMOTIVE.

A locomotive is noisy when she is hot; so is a man.

When a locomotive gets too full she lays down; men do.

A very old locomotive is apt to be lame; man is the same.

A locomotive's draft is governed by a petticoat; the drafts of men are often affected by the same influence.

On a damp, dark night a locomotive is slippery and treacherous; man too.

A locomotive, when run by night, should always have a pilot; a man should have two.

The best locomotives have to be "jacked up" occasionally; and men.

A locomotive that is always out nights soon becomes faded; we have seen faded men.

A dead locomotive has no pull; dead man same. Locomotives spark nights; so men do.

As a locomotive changes from warm to hot she perspires; and a man.

A locomotive is always hot when there is an "In-jin-near"; heap so white man.

Water is good for a locomotive; try it on a man.

A smoking locomotive is a nuisance; man.

### WOMAN AND THE STEAM ENGINE.

It takes sand to run an engine: so it does to run a woman.

There is usually a great bustle about an engine; so there is about a woman.

It makes a fellow mad to get left by an engine; so it does by a woman.

An engine is an object of much wonder and admiration to men and of fear to horses; so is a woman.

When an engine goes off the track it usually takes a man or more along with it; so does a woman.

An engine is known by its company; so is a woman.

An engine will sometimes blow a fellow up if he puts on too much pressure; so will some women.—*New York Herald.*

### MAN'S DUTY TO MAN.

The father may think to hide certain parts of his character from his child, not wishing him to imitate them, and may give him precepts that he has never followed, but the child absorbs what he fancies is concealed and forgets the words which contradict it. Commands and exhortations may produce or restrain certain acts, but they are powerless to inspire emotions or create desires. Often they have a reverse effect.

To give every one his due, to refrain from taking unfair advantage or in any way enriching one's self at the expense of another, are supposed to be duties which are simply inculcated and obeyed, yet how is the desire of gain, so intense in many minds, to be made to yield when it conflicts with these duties? Chiefly by crediting within the breast a stronger desire for justice and integrity. The love of rectitude, the faith in honor, the desire to deal fairly and squarely with all men, must be aroused and strengthened before anyone can be thoroughly just. And the same is true with regard to every good quality.

### THE YEARS.

They come, they pass, with snow-soft feet,  
And deathless youth illumines their eyes;  
Alike to them are chaff and wheat,  
Alike the foolish and the wise.  
They bring the wound, they bring the balm—  
They light our smiles, they dry our tears—  
Careless of death or life, the calm  
Servants of Time the patient years.

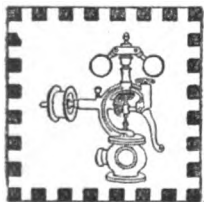
The winds that rend and strew the rose  
Dissolve the sweetness through the air;  
This wind of Time that beats and blows  
Leaves all the past still fragrant fair.  
Though hopes may fail and hearts may break,  
And fruitless all the striving be,  
One golden gift is left to make  
Man's bliss—consoling memory.

Hail and farewell, farewell and hail,  
The going and the coming guest!  
Welcome to daybreak's shining sail,  
As to the night beyond the west!  
The years may come, the years may go,  
And bring the sad or merry mood;  
Merry or sad, one thing we know:  
That life is good—ah, life is good!

—*New York Sun.*

### FIREMEN STUDY MECHANICS AT HOME.

Send for **FREE** Circular  
to The Correspondence  
School of Mechanics, Scranton,  
Pa.



## Packer's Cutaneous Charm

A Balm to the Skin.

**Obstinate  
Skin**

**Diseases,**

**Itching,**

**Frost-Bites,**

**Bruises,**

**Burns, and**

**Cracked, Rough Hands**

speedily yield to the almost magical influence of this excellent remedy.

**Packer's Cutaneous Charm** is sold by Druggists at 25 and 50 cents per bottle. Special style in turned wood, screw-cap box for mailing, 35 cents post-paid (stamps or postal note).

**Packer Mfg. Co., 100 Fulton St., N.Y.**

**A Scalded Engineer,**

**A Bruised Fireman,**

**A Sore-Handed Conductor,**

**A Chap-Handed Brakeman,**

**A Bleeding Switchman,**

Will find a comforter and healer in a cleansing and refreshing wash with

**Glenn's - - -**

**Sulphur Soap.**

It is not a fancy toilet soap, but a plain, every day remedy for the mechanic, the busy housewife, and the children. No household should be without it. Ask your druggist for it; he keeps it.

# LOCOMOTIVE FIREMEN'S MAGAZINE.

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FEBRUARY, 1893.

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## EDITORIAL.

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JAY GOULD.

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At 9:15 A. M., Tuesday, December 2, A. D., 1892, Jay Gould died at his home in the city of New York, in the 57th year of his age, surrounded by his family. According to well authenticated statements his death was as tranquil as when an infant goes to sleep upon its mother's breast. For some time previous to his death he had been unconscious; suddenly his mind regained its throne, when he recognized each one of his family, called them around his couch, whispered to them his farewells, then relapsing into a comatose condition passed away. In all of this there is nothing spectacular. Jay Gould died unobtrusively. The richest man in the world, he died like a man whose income is a dollar a day. Jay Gould abhorred pageantry. He never made a display of the pelts of the bulls and bears he had slaughtered. He hung no scalps upon his belt, nor decorated his wigwam with such trophies of his prowess. He was preëminently a modest man. He had no "dying words" for the public ear. His tastes were all simple. He was neither gourmand nor bacchanal. He did not drink stimulants, smoke cigars nor chew tobacco. He was absolutely free from bad habits, and in such regards, at least, he stood a towering example to all young men, even theological students. In

stature and weight he was below the average. His head, "the dome of thought and palace of the brain," was superb. His eye, black and piercing, was a distinguishing feature, and once seen was never forgotten. His courage, daring, will-power, audacity, self-control, were known and read of all men. In tactics and strategy on fields where his battles were fought, he had no peer. He was in almost everything *sui generis*, to the world around him a sphinx, a riddle no one could solve. He was his own preceptor. He was a student of men—a mind reader. He discerned at once if the man he wanted as a tool was for sale, sized him up intuitively and knew what he was worth, paid cash, and placed his collar on him. His estimate of judges, juries and legislators was equally infallible. Of the laws that concerned him he was familiar with every technicality and saw at a glance the holes through which he could take a railroad train with entire safety.

The remarkable times in which Jay Gould lived and wrought, produced no more remarkable man than Jay Gould. During a quarter of a century there was not a man on any continent, from prince to peasant, who occupied so large a space in the public mind as Jay Gould. Not even the Rothschilds, one or all of them together, were as conspicuous in the financial world, in the sense of being talked about. If he talked, the wires flashed his words over the land and under the sea. If he was silent, the fact was, if possible, of still greater consequence. Hence the sobriquet, "Wizard," and it is not to be questioned that there were those who believed him to be master of the black art, because his methods were different from those of other men. As a consequence he became an object of alarm to thousands of Wall street speculators and gamblers, who breathed easy only when assured that Jay Gould was not in the market.

It is widely asserted that Jay Gould was a railroad wrecker, but those who make the charge are careful not to name the roads he wrecked. They doubtless refer to the Erie, but upon examination it is found that in his Erie deal he was fighting old Commodore Vanderbilt, and out-generaled him, that is all. True, old man Drew got squeezed in that remarkable deal, but it was because at a critical time he deserted Gould and played into the hands of Vanderbilt, and when he found himself in a hole he pleaded with Gould to rescue him, but owing to Drew's treason he was left to pay the penalty of his treachery. In this there was nothing peculiar. Men do the same

thing three hundred days of every year, but Gould had the fortune always of being selected for maledictions.

The times in which Jay Gould's lot was cast were corrupt. Wall street was and is a den of robbers—a place which, when men enter it, they leave conscience behind. It is an arena where bulls and bears engage for the mastery. It is war to the hilt. There is neither compassion nor quarter. Ordinarily the longest purse, the largest bank account wins, but not always. Strategy, tactics, prescience, accurate knowledge of conditions and dash have won many a Wall street victory. It is said that Jay Gould engineered matters to bring about "Black Friday." Admit it—how was it done? and why was it done? A number of speculators were trying to down Jay Gould and his confreres. It was a battle on a gigantic scale in speculation possibly without parallel. Gold was locked up amounting to many millions; as a result prices of stocks went down; men were wrecked. At a certain time the locked up money was released, then prices went up. Those who understood the scheme made money, those who did not, lost. Jay Gould, being the superior general, won. It is the same old story, repeated every day, not upon so large a scale, perhaps, but with the same purpose in view. Why then this ceaseless denunciation of Jay Gould? Why not arraign the entire brood of men who make money by similar processes? Indeed, if it is gambler rob gambler, who cares which one wins? But it is said that Jay Gould robbed women and orphans. Here again no specifications are made. It is one of those sweeping charges which no one seeks to prove because there is no specific proof. Nor does the public desire proof. It prefers to curse Jay Gould without proof. The captivating form of the charge is that Jay Gould was never more delighted than when "shearing lambs"—that being cold, cruel and heartless, he delighted in seeing innocence suffer. Such a charge, we apprehend, is totally fallacious. It is true that Jay Gould was a speculator—to use a current and eminently just phrase, he was a gambler in stocks. He put up his money and took his chances. Let it be understood that this form of gambling has the sanction of law, that those who engage in it are often men of culture, pillars in society and in the church. Jay Gould was neither better nor worse than the rank and file of such gamblers, the only difference being that in tact, vigilance, the knowledge of men and

conditions, he was superior to all the Wall street gamblers of his time. He was not always successful, but he had the rare ability to learn important lessons from experience, a quality that all men do not possess.

It is well known that there are multiplied thousands of persons in the United States who having accumulated a little money conclude to go into Wall street and gamble in stocks. These are the "lambs" we hear so much talk about. Of those who win, nothing is heard, but those who lose bleat so loudly that all creation hears, and quick as a flash all creation credits their misfortunes to Jay Gould, when it is doubtless true that in all his life he never knew one of these innocent creatures who tried to better their condition by taking a fly in stocks in Wall street. Jay Gould's enterprises were on a magnificent scale. When a bull he tackled bears, and when a bear he skinned bulls—but he was never found shearing small fry. He did not fish for minnows, he did not hunt squirrels. His hooks were baited for whale and his gun loaded for b'ar. If Jay Gould wanted to buy certain stocks he sought by such means as he could command to reduce the price; if he wanted to sell his tactics were changed and he sought to advance prices. That he accomplished his purposes more frequently than other men, accounts for many millions of his vast fortune, but not for all of his accumulations.

Jay Gould is credited with watering stocks. The charge is doubtless true, and at the time of his death a large per cent. of his fortune was doubtless pure water. Of all the schemes ever devised for swindling the public, stock watering is probably the most nefarious—but mind you, it is according to law, or there is no law against such public robbery. In this, as in other schemes for money making, Jay Gould was like the rest of the pirates who engage in that sort of business. And it so happens that there is not sufficient public virtue to arrest and crush the outrage. It should be understood that in all cases where crime flourishes under the protection of law, or because there is an absence of law, the public is a partner in the crime, and as investigation would demonstrate, is responsible for much of the present debauchery. The point we make, therefore, is that it is unjust to single out one man for the purpose of denouncing him, when he is only one of many engaged in these disreputable practices, and when it is considered that the laws of the country

are silent in such matters, the anathemas of press and pulpit directed against millionaire gamblers might prudently give place to ceaseless bombardment of law makers, who for considerations permit wrongs to multiply and go unpunished. In a word, while the state, speaking through its legislature, and the nation, speaking through its congress, permit nefarious practices to go unpunished, the verdict must be that the state and nation are in league with brazen rascality and equally responsible for existing debauchery.

It is charged, and is doubtless true, that Jay Gould would not hesitate to buy anything on the market that could be turned to account in carrying out his schemes, and that he found judges and legislators for sale, ready to barter opinions and votes for boodle, is not to be denied. But Jay Gould was not alone in this business—only one of many who practiced the demoralizing policy. The public clothed moral deformities with power, and Gould purchased them as he would any other commodity; and yet, the public vented its denunciations upon Gould, and continued to place such traitors to truth and justice in places of trust and responsibility—another case in which Gould's morality and business methods were in accord with the standards which the public erected for the measurement of men—hence the appropriateness of Wm. H. Vanderbilt's expression, "The public be d—d!" He had a sovereign contempt for the public, because the public, whatever its convictions, lacked the courage required to enact laws with adequate penalties to suppress the machinations of millionaires, when they put in operation machinery to rob their victims, and as Jay Gould was a prince among these fortune makers, it has been popular to visit upon his devoted head a double *portion* of cheap curses.

But men in the employment of the railroads of the country will ask, after all, what has been Jay Gould's treatment of men employed on his railroads? How has he treated workingmen in his employment when he has been in a position to make his word the law? It is said that at his death he owned or controlled 10,000 miles of railroads and had in his employment 100,000 men. What are these men saying now, that Jay Gould is dead? How does Jay Gould compare with McLeod, Corbin, the Vanderbilts, Depew and other railroad magnates? Has Jay Gould issued orders that his employes shall not belong to labor organizations? Has he employed Pinkerton thugs

to murder workingmen? Has he ordered men to shave off their whiskers and button up their coats? Has he sought to inaugurate a policy of robbery and degradation? Try Jay Gould by these standards, and no railroad king in the land expands to grander proportions. Already, lodges of workingmen on lines of railroad controlled by Jay Gould are bearing public testimony of his generous treatment,—and one word from such men is more than a thousand columns of newspaper detraction or the vapid utterances of pulpits—and the fact that he placed his interests in a man like S. H. H. Clark is proof conclusive that he was animated by a sincere desire to promote fair dealing with employes on all of his great lines of railroad.

Those who denounce Jay Gould bear testimony that he loved his home, his wife and children; that he was in all things a model husband and father; that he was absolutely uncontaminated in habits, and never used his wealth to promote social debaucheries. He did not belong to New York's aristocracy. He was not one of the "400." In this Jay Gould was better, immeasurably better, than the times in which he lived.

He loved money for the power it conferred to make money. He is said to have been charitable, but made no display of his gifts. His life was one continuous battle with speculators—bulls and bears—gamblers. In dealing with them he proved himself to be the superior of them all. They would have sacrificed him had they been able to have accomplished his ruin. They were heartless, but not conquerors. Jay Gould's dispatch to those who were in his confidence, after a battle, was like Cæsar's, "Veni, vidi, vici," or like Perry's, "We have met the enemy and they are ours."

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## WHY GREAT CITIES?

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The first city we read about was built by Cain, the first murderer, who went forth with a murderer's mark upon him. This murderer's first born was a son, and Cain being a doting father named the city he built Enoch, in honor of his son, who bore that name. Such was the beginning of cities, as recorded in the scriptures.

All cities, from the first accounts we have of them, were dens of



iniquity, and it is not surprising, therefore, that the declaration was long since made that "God made the country, and man the city." Men are gregarious animals; they delight in herding together, and the more vicious they are the more compact do they seek to have their abodes. It seems to have been characteristic of human animals from the beginning, and it further appears that all of the great cities of remote ages were centers of wickedness—conspicuously, Sodom, Gomorrah, Zeboim and Admah—in all of which infamous practices had become so common, such as pride, gluttony, idleness, haughty neglect of the poor, together with unnatural vices, that God's patience became exhausted and He rained upon them a storm of fire and brimstone and sunk them to their native hell, and then the Jordan flowed into the cavity and formed the Dead Sea. Great cities have been doomed, for their wickedness, to destruction, as, for instance, Nineveh and Babylon. Along all the track of the centuries, from the city of Enoch to Rome, numberless cities lie buried, and if legendary lore is not totally worthless, their records were about as bad as that of Sodom. Nor is it to be questioned, that the great cities of the earth, as they now exist, are the abodes of depravities, crimes and villainies entirely in keeping with the ancient dens we have named.

Why great cities?—is a question much easier asked than answered. The influence of great cities is known to be in all regards pernicious, and their demoralizing contagion extends far beyond their boundaries. This is known to be true, and yet there is a steady flow of population from the rural districts to the village, town and city. The innocent and pure are ceaselessly abandoning happy and peaceful homes, where all things contribute to physical and moral healthfulness, to take their chances where the earth, air and water are contaminated, and where vast numbers of them are doomed to lives worse than death, more unfortunate than dumb, driven cattle imported for the slaughter-house. Their fate is known, or if unknown the gloom that uncertainty creates is, if possible, more depressing than if the worst had been told.

Men and women are writing of conditions in great cities, but only of virtuous squalor; what lies beyond in the unexplored haunts of vice and degradation is horrid conjecture; the abodes of abominations which defy exaggeration, so foul and beastly as to create inexpressible abhorrence, and which, were they explored, the hideous

pictures, if printed, would be suppressed by the authorities. In view of such facts, the question may well be asked—Why great cities? We have remarked that the question is more easily asked than answered. Nevertheless it is possible to supply certain reasons for the creation of great cities. The great majority of the inhabitants of the civilized world are workers who eat bread in the sweat of their faces, and cities afford diversified employments, because they are the converging centers of capital, and therefore are the centers of great industrial enterprises. The chief industry of the country, that is, the rural districts, is agriculture, or, farming, and here, as elsewhere, the machine is employed and the man displaced. The gang plow, the steam plow, the drills, mowers, harvesters and threshers displace men and set them adrift to search for employment, and they direct their steps to the cities, where their necessities compel them to “sell” their labor for what they can get. Advantage is taken of their necessities, wages go down to a starvation point, and the world stands horrified in the presence of what it calls the “sweating system,” and the tenement house. The abodes of poverty, filth, wretchedness, sickness and death, come into view, and savages, could they behold them, would stand aghast in the presence of the multiplied horrors which they reveal. Notwithstanding all that is told of such horrors—and the half was never told—the stream of humanity from rural abodes steadily proceeds. Capital with devil-fish tentacles grasps its victims and drags them down to death. The cry is, “The labor market is overstocked,” and with this cry, more terrible than a midnight fire alarm, wages go down and thousands find themselves without employment, idle, starving and desperate. What wonder that great cities become great ulcers, forever spewing purulent matter, a poison more deadly than contaminated water, and for which no antidote was ever discovered?

In the great cities of the United States, of which there is so much and such continuous boasting, there is enough of this poison generated every day of the year, Sundays not excepted, to arouse the vengeance of an infinite God, as did the “cities of the plain.” We have civilization and science; literature and religion; the church, the school and the library; we have courts forever grinding, like the mills of the gods; we have legislatures piling up laws like Alpine peaks, and prisons and the scaffold; the experience of the centuries

since Cain built the first city and since the deluge made a clean sweep of all men save Noah and his family—and yet, great cities eternally perpetuate the virus of Sodom, and victims from the country—where all things conspire, sunshine and shower, field and forest, mountain and plain, flowery meads and babbling brooks, to make men happy—ceaselessly throng the gates of cities to eke out wretched lives, die wretched deaths, to find a resting place at last in some potter's field.

Again, why great cities? Who knows why? Of late it is assumed that the people of the rural districts are discontented because they lack companionship, and hence the demand for better roads, to overcome isolation, and it is held that bad roads is one reason why people huddle together like sheep in cities. It is further held that people must have amusements, and since there is little in the country to entertain, to divert the mind, to cheer and enliven, by virtue of which weary hours can be beguiled, men and women flock to centers of population to find fun and relaxation, games and pastimes. The apple-bees, quiltings, spelling and singing schools—all rustic enjoyments—have become effete, and the country folk sigh for the dime museum, the merry-go-round, the blood-and-thunder performances of the modern play-house. This is doubtless in a large measure true, and to the extent that it is true tells in mournful numbers of the pestilential influence of great cities, spreading out like the malaria of swamps, producing everywhere heart, soul and mind failure, corrupting life at its fountain head until in certain sections farms by the hundred are abandoned, to be reclaimed by the wilderness and to be repopulated by beasts and reptiles. And thus we find that while great cities are fruitful of demoralization, vice, crime, squalor, wretchedness unspeakable, there is unrest in the country and a longing desire to go to the cities and take the chances, forgetful of the fact that while there are in cities good people and opportunities to work and advance, the devil's agents are more numerous than policemen and that the saloons have a patronage greater than all the churches; that for every preacher of righteousness there are a dozen or more missionaries of hell, and that the predominating influence is evil, and that continually.

In all great cities there is a ceaseless scramble for the "almighty dollar," in which the "pillars of the church" are often the most conspicuous contestants, and this struggle for cash descends to nickels,

in which there is a pell-mell contest and muss, which, being interpreted, is "every one for himself," leaving the hindmost to the mercies of the devil—a tournament forever going forward, in which "the tall, the wise, the reverend clergy," the millionaire and the tatterdemalion engage, and in which the "survival of the fittest" is not considered. In these carnivals of men reduced to mere animals, multiplied thousands are crushed to death or suffer that sort of "disability" which reduces them to the ranks of vagabonds.

Who does not know that such is life in the great cities now, as it has ever been since the dawn of authentic history?

But there is fascination in it as there is in all games of chance, and as a result, villages swell to towns and towns to cities, until the world beholds a London, a Paris, a New York and a Chicago, and contemplates with pride, or protest, the ceaseless inflow of virtue to be contaminated and transformed into vice. After all, the question arises—Why great cities?

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## GOVERNORS' MESSAGES ON LABOR TROUBLES.

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Governor Flower, of New York, and Governor Pattison, of Pennsylvania, in their recent messages to the legislatures of their respective states, have something to say about labor troubles and military interference.

Governor Flower recites that to overcome 600 switchmen at Buffalo, who were fighting against the conspiracy of all the leading railroads in New York, to abrogate a law of the state, making eight hours a day's work, cost the state \$192,647. Having made this statement, he proceeds as follows:

Employes have a right to strike and peaceably persuade others to join them, and in their earnest and lawful efforts to benefit their condition they may always feel sure that public sympathy is with them and against selfish corporations. But every citizen and corporation, every employe and employer must observe and respect the authority of law and government. So long as they keep within the

law state government will leave them to settle their own disputes. But law must be observed, persons and property must be protected and the lawful use of property by its owners must not be interfered with. These are the ends for which the state primarily exists. For the maintenance of these ends every dollar of the state's money, the life and services of every member of the National Guard and the support of every law abiding citizen are pledged. It should be the aim of the law-making body to see that our laws confer equal privileges. It is not right that powers should be granted to corporations to oppress either their employes or the people. Whatever can be wisely done by legislation to guarantee equal rights to all should be done. But law will not accomplish everything. Corporations will learn by costly experience that even from a selfish point of view it pays to be considerate of the welfare of their employes. No men or corporations can stop the march of civilization. Fewer hours of labor, better wages, and the opportunity which these give for education and enjoyment are natural human aspirations. They should be treated as such in a friendly, Christian spirit; not repelled with arrogant manner or impatient consideration. Honest recognition by corporations of just demands from employes will solve many a labor difficulty, and prevent many an opportunity for lawless strife and civil disorder.

It so happens, that employes know their rights and dare, sometimes, to maintain them. Governor Flower rattles splendidly when speaking of obedience of the law, but he fails, as is usually the case in such pronouncements, to state that the Buffalo strike was the direct outgrowth of a conspiracy on the part of railroad officials, to violate the laws of New York, a crime which they successfully perpetrated for the purpose of robbing their employes; and, strange to say, Governor Flower seems to have no information upon so important a matter, but intimates that all alike must obey the law, provided every man in the state should be required to take aim and fire into the ranks of labor, while the other fellows may smash as many laws as they please and be protected in their nefarious work by the bullets and bayonets of the State's standing army.

There was, probably, never a more righteous strike than that of the switchmen; so popular was it with the people of Buffalo and of Erie county, that they absolutely refused to help the railroad authorities to succeed in their infamous conspiracy to violate the laws of New York, and hence, the calling out of the State Guard to aid the conspirators to secure a victory and crush workingmen; and it cost the state \$321.17, each, to overcome the 600 switchmen and give employers and scabs the victory.

Governor Pattison, of Pennsylvania, in his message, seems to be a little sick of the costly method of employing the State Guard for the purpose of helping the Carnegies and Fricks rob workingmen. He refers to labor troubles at Maywood and Homestead, where the State Guard was employed to enable Pinkertons, scabs and employers to secure victory. At Maywood the expense was \$35,350, and at Homestead, \$430,056, a total of \$465,408. Having given these figures, the Governor says:

There was no real effort made on the part of the civil authorities to suppress the disorder. The entire community seemed to surrender to the disorderly element. At the beginning fifty determined men, moved by a love of order and a patriotic spirit, would have suppressed this whole disturbance. I therefore suggest to the legislature that the costs in suppressing local disturbances in which the civil authorities call upon the military power of the commonwealth should be placed upon the county calling for troops. This may be an incentive to local authorities to take determined action in the beginning of a disturbance, rather than have their treasury mulcted in a large sum to pay the expenses. At least the state can make some such effort to prevent the often hasty and unwarranted call for the presence of troops. In this connection legislation should be had looking to the prevention of the introduction of armed bodies of men without the consent of the authorities of the county or state. The state of Pennsylvania already has a state police in the coal and iron districts.

Manifestly, an effort was made on the part of the civil authorities to aid Carnegie and Frick to rob their employes, but public sentiment was so pronounced and hostile towards the rich rascals that it became necessary to introduce the military machine, and with generals and colonels, pomp, circumstance and military display, indicate to workingmen that they could choose between retiring to their holes, or having their hides perforated with State Guard bullets and bayonet stabs. It is easy to see, however, that Governor Pattison is disgusted with the powder and ball method of quieting labor strikes, and if the local authorities must have the military machine, he wants those applying for it to foot the bills.

It will now be in order to hear from Tennessee and Idaho, two other seats of war, where the military machine has taught workingmen that the state and national governments, will upon the call of plutocrats, shoot them down as they would so many jack rabbits or prairie dogs. Generally speaking, men who have to work for their living make up the rank and file of the state's standing army, but it

would be better, seeing what use the army is put to, to let plutocrats and their sons do the shooting. It must be disagreeable for workmen to perform such a murderous duty.

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## SENATOR CHANDLER'S SENSATION.

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In the United States Senate, Jan. 7th, Senator Chandler delivered a speech against immigration, in which he declared, in effect, that "the North German Lloyd Steamship Company had, by the distribution of courtesies, acquired such influence over his fellow-Senators, over the Secretary of the Treasury and his chief subordinates, and over the newspaper press in general, as to make legislation restricting immigration only possible by the consent of the company. Mr. Chandler boldly stated that this particular company was the favorite of the Treasury Department, and that this company furnished leading treasury officials with transportation to Europe every summer, and had furnished certain officials financial advances upon which no interest was paid." Here we find not only the Treasury Department but the United States Senate, also, had been debauched by the German Lloyd Steamship Company, to the extent that necessary legislation in the Senate touching immigration could only be had by consent of that company. It will be interesting to note what action the United States Senate will take with reference to the scandalous charge, if possible more infamous than the Panama canal thievery which is giving France so much trouble just now.

Evidently Chandler knows what he is talking about and it is doubtful if the Senate appoints a committee of investigation to probe the matter, unless Mr. Chandler by further allusions to the outrage makes silence speak louder than words.

The United States Senate is composed largely of millionaire nabobs—men who by the use of money have secured the positions they *disgrace*—but though rich are still willing to sell themselves and their country to a foreign corporation. Such is the character of Chandler's allegations.

## EVICCTIONS IN NEW YORK CITY.

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The sympathies of Christendom have been aroused by graphic descriptions of evictions in Ireland, and for the victims of landlord cruelties money has flowed in a steady stream for years past from the United States, to mitigate their sufferings. And when the people of the United States were satisfied that portions of czar-cursed Russia were in the grasp of famine, money by thousands and food by ship loads went forward. Such generosity is worthy of eulogy. It is eloquent of the great-heartedness of the American people, who hearing of woes in foreign lands immediately set to work to alleviate them. But while the great American heart was beating responsive to the calls for help in foreign lands it had no throb for the wretched creatures who, evicted from tenements in New York, were forced upon the streets to starve and perish—infants, youth, the old and the infirm, God-forsaken and forsaken by men, without sufficient clothing, foodless and shelterless—multiplied thousands every year are treated as if they were wild beasts or vagabond dogs. About this there is no mistake; the official records confirm the statement and the figures are appalling.

Manifestly, it does little service to this vast mass of suffering humanity to publish the startling facts, nevertheless it is well for the great body of American citizens to know "how the other half lives," and still better, perhaps, if they know why the "the other half" is doomed to live on the ragged edge of starvation during all the days of the round year.

It may be well to note in this connection that the congress of the United States appointed a committee to investigate the "sweating system," and to ascertain the surroundings of the miserable victims of "man's inhumanity to man," and not only to man, but to women and children. When that report is published we predict it will open the eyes of the country and permit the people to look down into the bottomless pit of suffering and degradation, and it is possible some good will result; but upon this point we are skeptical, because it happens to be a *state's right* to enact laws well calculated to robe heaven in gloom, by which one class becomes fabulously rich off of the tears and pangs and degradation of another class. In the cities of New



York, Philadelphia, Boston and Chicago the "sweating system" cries to heaven. It is a system written all over with the indorsements of the devil, and the dens in which it is practiced come nearer being hells than anything ever discovered by Milton or Dante; and it is this horrifying system, involving sickness and poverty, that contributes largely to the evicting business in the city of New York.

The tenement house is the outgrowth of our boasted civilization, and the same is true of the colossal fortunes which captivate beholders who visit Gotham—more properly the Sodom of the continent—where \$100,000 is contributed to furnish old Trinity church with a new set of front doors, while within the shadows of its steeples men, women and children perish for the lack of food, clothing and shelter, or live like vermin in tenement houses under conditions indescribably inferior to Vanderbilt's horse stables, or indeed, the average penitentiary.

These outcasts are the victims of the "sweating system," and of the tenement system, the twin monstrosities which disfigure civilization as leprosy does its victims, which bring religion into disgrace and compels men to wonder at the manifest indifference of an "overruling Providence."

A writer who has given the subject of evictions in the city of New York special attention and whose figures are authentic, says that from October, 1891, to September, 1892, one year, there were evicted in the city of New York 29,720 families, and that making the average five persons to the family, a total of 148,600 human beings were "made outcasts to all intents and purposes," and that, too, while "in a radius of a comparatively few blocks not less than two hundred millionaires resided, whose aggregate wealth amounts to not less than \$3,000,000,000."

Such things, we are aware, are thrust aside as of little consequence compared with the all-absorbing topics of the times, and yet they are claiming more attention now than ever before since the plutocratic class discovered that to rob those who work of not more than five cents a day created a fund swelling to millions of dollars annually, and since they could pursue their piracies and violate no statute, criticisms did not disturb the serenity of their minds. It is possible, however, that even in New York public sentiment may be so aroused that something may be done whereby the evictions of the poor and

friendless may be reduced in numbers and their sufferings abated; and it may be that the report of the congressional committee, when it is published, will let in so much light upon the sweating system abomination as will compel states and municipalities to act as becomes civilized communities, and put an end to the prevailing savagery which now disgraces them.

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THE Texas legislature proposes to make it illegal for any corporation, whether domestic, foreign or alien, to own lands by fee simple, except such an amount only as is necessary for manufacturing, transportation, mechanical and other purposes for which such corporation is created; and no corporation is to own land in Texas, except such as are authorized to do business in the state. All corporations owning lands in Texas, in excess of the purposes for which the corporation was created, are required to alienate said lands to citizens of the United States within ten years, which, if not done, the lands will be forfeited to the state. Texas has land for the landless, and those who want farms can obtain them in that state at low figures.

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THE *Statesman's Year Book* furnishes the figures showing the national debts of the world, as nearly as can be ascertained, the total being \$35,654,579,000, which draws an average interest of  $4\frac{1}{4}$  per cent., aggregating an annual interest debt of \$1,516,313,000. The largest national debt is that of England and her dependencies, being \$5,569,637,000. France comes next with a debt of \$4,982,849,000, and then Russia with a debt of \$4,869,768,000. The United States of America has a debt of \$1,462,800,000. These vast debts are largely the result of war, and army equipments, and, if ever paid, the money will come from the surplus earnings of labor.

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THERE are portions of the city of New York where there are 350,000 inhabitants to the square mile.

# CONTRIBUTED.

## INDUSTRIAL CO-OPERATION.

BY T. V. POWDERLY.

In a paper on "Industrial Coöperation," in the January number of the *North American Review*, David Dudley Field presents some carefully expressed thoughts for the mind of the great reading public to dwell upon. While the article itself is entitled "Industrial Coöperation" it does not deal with that question except by reference to it here and there. It aims more particularly at the establishment of a system of profit sharing than coöperation. It is not to take issue with his views on coöperation or profit sharing that I enter upon a criticism of his effort, by no means. Recognizing that the very system he would establish is utterly impossible while our present competitive system exists, and realizing that the overthrow of the present system would bring into active working order the "commune," as he understands it, I do not see how he can advocate the establishment of a system of industrial coöperation while the tendency of the times is in an opposite direction and while he approves of the present order. Coöperation of the many, for the benefit of the multitude who coöperate, is not possible while we tolerate the formation of trusts which aim at coöperation of the labor and effort of the many for the benefit of the few. Let any establishment in the United States attempt to put in practical operation the plan outlined by Mr. Field and at once the other concerns, engaged in the same field of production, will combine, form a trust and do everything in their power to frustrate the aims and objects of the institution which hints at distributing the earnings of labor equitably among the producers. Mr. Field, like others who live far removed from the atmosphere that labor breathes, can see but one side of the question. He deals largely with the educated, the refined, the cultured and the wealthy. He knows nothing about the poor, does not become acquainted with the workman, who as a boy began industrial life in the mine, at the bench or on the track, at ten or twelve years of age. It would grate harshly on his ears to hear men murder the king's English in everyday conversation and he keeps as far away from such as possible. He evidently believes that for every strike, every act of violence that labor has engaged in, labor is alone to blame. He asks this question:

Are we any nearer a reconciliation between capital and labor than we were a decade ago? So far from it, there is apparently greater antagonism than there ever was, or rather, I should say, there is greater display of antagonism. Why is it so? Certainly men are improving in intelligence. Is it because the problem is unsolvable? This I do not believe. There are several reasons why the

progress has been so slow. \* The first and greatest is the action of the workmen themselves in resorting to violence and annoyance in order to gain their ends.

Here is where Mr. Field makes a great mistake. He did not trace cause to effect in arriving at that conclusion, for if he did he would have known that primarily the antagonism he complains of had its origin in the greed of the capitalist himself. He cannot be blind to the fact that no one man, working independently of others, can amass a fortune or even grow rich. He must admit that to enrich one man hundreds, if not thousands, must toil and devote the bulk of their earning to the enrichment of that one man. He may deny this, but the facts stand out so boldly that all may see them, that he who works by himself remains poor, and that being true the rich man who does not owe his wealth to inheritance must be rich because he either stole the money or became possessed of it through the labor of other hands than his own. There are many ways of stealing not classed as offenses against the common law. A man may cooperate with a half dozen other men in organizing a corporation, and after erecting the plant and stocking it with machinery increase the stock of the concern to three or five times the original cost. This stock when sold must pay a dividend some time, and in order to do so the wages of the workmen must be so thinned down that a dividend may be paid, not only to the six original investors but to those who hold the watered stock as well. This is recognized by law but it is robbery in the sight of the all-seeing eye of God as surely as if these six men put their hands in the pockets of the workingmen and took therefrom their earnings. A share of stock that does not represent an actual investment of the money it stands for is "bogus," it is as fraudulent in equity as a counterfeit ten dollar bill, for it tells a lie on its face. When men have to labor to pay interest on an honest investment of \$100,000 actually paid in, and on \$200,000 worth of bonds or stock based upon the original \$100,000, they have to perform three times as much labor as would yield an honest dividend to the owners of the \$100,000. That proposition is self-evident. It follows, therefore, that every twist of the brake, every movement of the scoopshovel, every action of the throttle, every stroke of the hammer or pick required to pay a dividend on stock, or bond, over \$100,000, is an effort put forth to pay those who hold fraudulent or watered stock. That stock did nothing to earn the money, those who have possession of it did nothing to earn the money, those who issued the watered stock did nothing to earn the money, and the man whose labor did earn it must look on while a drone appropriates it to his own use. There was a time when workingmen did not know how they were being cheated through watered stock, but they began to think over the matter and they saw through the operation. Seeing through it and realizing that the nicely planned schemes of extracting money from flesh and blood to pay dividends on water were wrong, they began to ask for legislation to undo the injustice. Among other things they demanded, and obtained as they thought, from the state of New York, a law limiting the hours of labor to ten per day on railroads.

They saw a great corporation that had grown up under the manage-

ment of the sharpest stock jobbers in Christendom (they have no stock jobbers to equal those in Christendom) violating that law. They saw the proceeds of their labor go in a steady stream across the Atlantic to enrich foreign capitalists and holders of watered Erie stock. They protested, they remonstrated and they agitated among themselves for a redress of the grievance. They demanded a compliance with the law of New York, and all of this time did not resort to violence. All of this time Mr. Field had no word of commendation for them or condemnation for the practices, the illegal practices, of the stockholders of the Erie. He, and the great public that gives its opinion only when it is wrung from it, remained silent and inactive, content to allow the law to be trampled on and the injustice to rankle in the breasts of the workers, so long as they did it peacefully and without disturbing the upper surface of the stream on which that class to which Mr. Field belongs were floating so serenely.

At Homestead a man stepped before the world and made the astounding admission that he would place a high fence around his works, cap it with barbed wire, charge that wire with electricity; that he would place hot water plugs at close intervals around his works so that he might meet his employes with boiling water when he felt like disagreeing with them. He told of his methods of civilization and all the world wondered. They were astounded, but not a man of that class to which Mr. Field belongs ventured to protest against the action of Mr. Frick. They say the strike is a relic of barbarism. I grant it, but what instinct of humanity actuated the man who deliberately planned the scalding of his workmen when he could not drive them into thinking his way? Was it humanity or barbarism that actuated him? I leave Mr. Field to answer.

The world looked on and saw an army of men, not sworn to allegiance as soldiers to state or nation, march on Homestead to make war on strikers. Their purpose was to provoke quarrels where none were intended, their mission was one of malice, they were hired butchers of men, and they took their lives in their own hands when they invaded Pennsylvania. Their masters admit that they were not sworn in, the whole world recognized the injustice of their engagement.

In Tennessee men are arrested and thrown into prison for being tramps and outlaws. The officers of the law are holders of leases for the convicts. They have it in their power to make convicts, give them long terms of imprisonment, and then take advantage of that long term in driving the convicts into the mines to do the work that honest men should do. The workmen petitioned peaceably, they remonstrated repeatedly, they demanded a redress of existing grievances, they acted as becomes loyal citizens of the republic, and went to the highest court of the state of Tennessee—the legislature. The whole world acknowledged the justice of their cause, no one even apologized for the infamous lease system, but they were repulsed, and then as a last resort made war on the system that drove them to poverty and hunger. Where was the philanthropic Mr. Field with his advice then? He cites these things in his *North American Review* arti-

cle, but only one side of them does he touch upon, and then in a half-hearted way attempts to pat the American on the back by saying:

How many American citizens were engaged in these disorders I do not know. A report of a speech made in congress states that in the crowd which insulted and abused the Pinkertons were foreign women and children. If these foreigners come here to break our laws we had better punish them first and then send them back whence they came. All these disturbers of the peace, foreign or native, acted in defiance of law.

There were many Americans in these conflicts, and each man of them appealed to the law before taking action in either strike. In Tennessee the majority were natives of the soil. At Buffalo the great majority of those engaged in the struggle were native born Americans. There is nothing in the penal code of New York or the statutes of the United States which fixes the length of time the patience of either foreign or native workmen shall continue to tolerate violations of law. When they do protest and their action is not even noticed, when they ask for redress and no voice outside of their own counsels will be heard, what are we to do?

In concluding his article Mr. Field says:

I have great sympathy with the workingmen, which even their outbreaks of violence have not extinguished, though they have saddened it. If I thought that the workmen would listen to me, I would say to them: Be brave, but be peaceable; you have in the ballot a weapon stronger than the sword or the right arm; remember that many a present millionaire was not long ago a workman like you; your surest reliance is on the sympathy of your countrymen, on prudent counsels and the rapid march of time.

It is something to know that we have the sympathy of Mr. Field, and it is consoling to be told that many a present millionaire was not long ago a workman like ourselves, but we cannot forget that the system which effected the sudden transition of workman to millionaire is at the bottom of the mischief which Mr. Field charges up to our account. If a few men could not so quickly become millionaires there would be fewer paupers and their numbers would not increase so rapidly, there would be more self-sustaining workmen and there would be no necessity for the sympathy which Mr. Field now extends to us. He tells us to use the ballot, and we point to New York, where the law which we had passed was violated until in desperation men struck. He talks to us of our violent act, and cannot deny the charge that corporate greed fired the line of disabled freight cars that made the presence of troops at Buffalo appear necessary. He tells us to wield the ballot, and in Tennessee we elect a legislature on an anti-convict lease platform, they meet, forget their obligations, because of the presence among them of the leaders of both parties who are financially interested in the perpetuation of the lease system. We do in all the states of the United States just what Mr. Field advises, we are enacting law, and all the while a greedy class of selfish money getters are setting aside the law.

Mr. Field advises coöperation, or profit sharing, but he must know that unless the workingman is admitted to the directorship of the establishment he cannot know what the profits of the concern are. If

the workman does not know what the profits are he can be defrauded under profit sharing as easily as under the present system.

Profit sharing will not undo the evil we suffer; coöperation alone will do it, but it must be a coöperation of the American people in the management of their industrial affairs.

Who has a better right to wear broadcloth than the weaver? Who is better entitled to wear neat fitting calfskin boots than the shoemaker? Who can claim a better right to a tall silk hat than the hatter? All of these tradesmen create but their creation goes to the adornment of others while they wear the cheapest. Who has a better right to the road than the man who uses it, who walks upon it? Who are they who use, who walk upon the roads of America? The American people. Who are they who own the great roads, the wonderful highways of this nation—the railroads? A few millionaire stockholders. Actual investment and watered stock are held above the reach of the worker who earns the dividends upon the stock. These railroads and the telegraph and telephone lines which run parallel with them are as essential to the being of the nation as are the veins and arteries in man to his very life. No man would think of entrusting the care of his arteries or veins to another, but we, the greatest and most progressive people on earth quietly allow the arteries of transportation and intelligence to remain as interest-creating machines in the hands of stock jobbers.

The readers of the LOCOMOTIVE FIREMEN'S MAGAZINE are, of all men, interested in the ownership and management of the railroads on which they offer up their lives to the nation's good. They, of all men, should be held secure in their positions, they should not be held to service without a chance of advancement or promotion, as many are at present. Under government ownership of railroads the employees will receive a higher rate of compensation with fewer hours of labor. We—by we I mean the American people—will not then be seeking for dividends on watered stock. We will be engaged in attempting to give the whole people the best service possible, and each man engaged on the railroads of the nation will be part owner. Under our postal system it was possible to reduce the cost of service while advancing the rate of compensation for employees. Postage fell from twenty cents per one ounce letter to two cents, and the wages of the letter carrier went up from \$30 to \$75 per month. What is true of the postal system may be made true of the railroad system if we bend our energies to the task in hand—if we but take the advice of Mr. Field and apply ourselves to the work of purifying politics and attending to legislation.

In making this my first bow to the readers of the LOCOMOTIVE FIREMEN'S MAGAZINE it was not my intention to take up so much time, and I hope to be forgiven for the transgression. While I am willing to be forgiven for the offense I am not so sorry for the offending as to say that I will not call again if the editor of the MAGAZINE will admit me.

## "SHALL THE PEOPLE OWN THE RAILROADS, OR--?"

BY CYRUS FIELD WILLARD.

No. 2.

[Concluded.]

The general public is as much interested as the railroad men themselves in the matter of whether the people shall own the railroads or the railways own the people.

This question is not over-stated. In no country save, perhaps, despotic Russia, can the sovereign raise taxes without the people having a voice in the manner and amount of tax to be levied. The railroads of the United States have a power to tax which far exceeds that of congress and they are responsible to no one save themselves.

"The public be d——d," said the representative railroad king, and so they are so far as being condemned to pay the rates or taxes fixed by the railroads. Under our system of indirect taxation, the increase in price of any commodity may be due as much to railroad tariffs as United States custom house tariffs. In one case the public gets it; in the other, they are damned and do not get it.

If for no other reason than that it is contrary to good public policy to allow a small number of private individuals to possess the power to raise enormous revenues by similar powers of taxation as those possessed by the general government, it does seem to me that it is wise for the people to own and operate the railways.

This power to raise great revenues means the power to debauch and corrupt the national, state and municipal governments. Few have forgotten the Credit Mobilier expose in relation to the Union Pacific railroad, which was virtually built by the United States government and given over by bought legislators to a private company, now bankrupt and dividend-squeezed, which should be compelled to give back its stolen property to its creator.

State legislatures without number re-echo the words, with variations, of Gould—"A Democrat in a Democratic district; a Republican in a Republican district; but an Erie man all the time." They have nearly all resounded with the charges of bribery, in which the railroads were the principal offenders. The Boston & Albany, in Massachusetts; the New York Central, in New York, the Pennsylvania, in Pennsylvania, and so on through the list of states, have had a grip on succeeding legislatures of varying political faith, due, as it has been openly charged times without number, to the corrupt use of money, influence and railroad passes. The mere mention of such scandals in the different legislatures would make a catalogue larger than this magazine, and, moreover, it is unnecessary to those who read the newspapers of the day and see how, from New Hampshire to California, the same story of railroad bribery prevails. Men in Massachusetts who have been members of the legislature, have told me privately what they received from different railroads for



their votes on certain measures, and in years when there were no bribery scandals, either.

In municipalities it is the same. There were two classes in the city government of Philadelphia for years—the Pennsylvania railroad men and the Reading railroad men. "Democrat" and "Republican" were not distinguishing appellations in that city until after the Reading had bought over some of the Pennsylvania men and won its point.

In Boston, in New York, in Baltimore, in Chicago and other cities, it has been the same story, so well known that it is unnecessary to go into details.

It is not to be presumed that the railroad officials take delight in bribing these members of national, state and city governments simply for the pleasure there is in it. They do it simply to protect their interests, and if we were in their places we would probably do the same, and, according to the commercial morality of the day, we would be fools if we did not.

This does not make it any the less wrong or immoral because they were forced to do it, and we would probably do the same. The underlying trouble is that the railroads are performing public functions for private profits, and as long as that is the case there will always be bribery and corruption. It can be laid down as a fundamental or axiomatic truth in sociology that any corporation performing public functions for private profits, will, from time to time, require extensions of its franchise or scope, or "favors," as they are naturally put. In order to get it the corporation is willing to make a small money payment now in order to reap a large money return later. This is business; as applied to public bodies having the granting of such favors, it is bribery.

The worst of it is, that the public itself furnishes the money to corrupt its representatives, and does not, as yet, see it. The money that the people pay in, in passenger fares and freight rates, goes to form the corruption fund. If it were not that the people had given these semi-public corporations the power to raise these numerous revenues, they could not corrupt the legislatures and the legislators would not be considered as such doubtful people as they are now.

Half-way measures will not stop it. The charter of the Boston & Albany railroad contains a provision that all over 10 per cent. dividends should revert to the state. Did the state of Massachusetts get a copper? Not much! After building elegant stations along the line and making an extra fine rock-ballasted road bed, writing off so much each year to depreciated rolling stock, materials, etc., and every way known to bookkeeping to increase the expense so the dividend would not go over 10 per cent., it began to reach the fatal limit where it would be necessary to pay something to the state and thus recognize a very dangerous principle. Contrary to the opposition of the press and the combined business and labor organizations of the state, a bill was rushed through the legislature increasing their capital stock \$10,000,000! Hundreds of such examples might be cited, but *cui bono?*

The continued existence of the railroads under private ownership is subversive of republican institutions. An oligarchy has been built up in this country which should be suppressed and its members banished as inimical to the republic. It is principally composed of big railroad owners who have used the great wealth obtained from their power to tax the people, to seize and monopolize other public functions. The enormous political power they possess is as dangerous as it is tremendous. They make and unmake congressmen, senators and even presidents. Harrison was corporation counsel for one or more railroad companies while United States senator, and their influence nominated him. Cleveland—well, I happened to be at the Chicago convention that nominated him, in the capacity of a looker-on, and I was told by friends of mine who were corporation men, that the railroads and Standard Oil men wanted Cleveland and they were going to have him if they kept the convention there a month.

This political power which is so dangerous to the public welfare, is dependent only on the money that comes to the owners of the road through their power to tax the people. It must be taken away and will be, and it needs no prophet to see that it will be, either peaceably or forcibly. It is just as likely to go the same way as the special privileges of the French seigneur in '93, though it is to be hoped the good sense of the American people will adopt the safe and easy plan of the ballot uncorrupted.

There are also many minor reasons why the people should own the railroads. Improved safety appliances, automatic couplers and grade crossings, are matters which affect the lives of the traveling public as well as the working railroad men on line service. They can only be generally adopted by governmental ownership. The varying heights of cars is one great obstacle to safety appliances, which can only be met by national ownership.

The delay in the transportation of persons and freight from strikes and lockouts would be done away with under national ownership and it would be unnecessary to call out the militia to shoot down poor switchmen instead of the officials of the New York Central, who caused the strike by violating the ten-hour law.

Less freight rates would be the rule, as there would be no inside ring of directors and stock manipulators looking for big profits. It is said that the government cannot do work as good and as cheap as private parties. This is a lie. When the government does its own work (not by contract for the benefit of thieving contractors), the work is far superior and cheaper in the long run. Ten years ownership and management of the railroads of the country by the nation, the people's corporation, would show that it could and would do the same quality of work or service at less rates than the private companies now do it. The power to ruin farmers in the West, and even business men in the East, by the ruse of "no cars," which has so often been played by some of the railroad officials working in collusion with elevator men, and other opposing interests, would also be abrogated. This is certainly a power which should not belong to a

few private individuals, and it is one which I can only glance at in passing in justification of the last part of the question in the title.

There is no question in my mind that there would be better passenger service than what we have now. More and better passenger cars would be the rule. This brings me to the monumental swindle on the American public—the Pullman palace car. This palace car service should be included in every first-class ticket sold. The public permit themselves—no, I forgot, the public be damned—but here is an inside corporation which has as its component stockholders, the big railroad men of the country, and this company is permitted to add to the already too high fare, \$2, \$3 or \$5 for the parlor or sleeping car service. Yes, I know their passenger service doesn't pay, that is, if you let their figures tell it. The sleeping car service should be included in the price of every first-class ticket, and the present system of a subsidiary company is, like the construction company, usually organized to get the first and biggest slice of the fat of the road until it gets time to "water the stock." This brings me to another phase of the subject, and that is, if the nation owned and operated the roads, its first work would be to

"Squeeze the Water Out!"

When we think of the millions of dollars that the people of the United States have been compelled to pay in passenger and freight so that the railroads could "earn" (?) a dividend on fictitious or "watered stock," is it not enough to make a few Anarchists, even of old New England stock like the writer? The men of 1776 picked up their muskets and fought against taxation without representation. Here, not only do we have taxation without representation, but we have robbery barefaced and impudent on the people, victims bound hand and foot by legal enactments passed by the tools and agents of the corporations in the several law-enacting bodies of the states and nation.

This brings me to the question, when the people do take the railroads, and it is only a matter of time, whether it would not be simple justice to take them away from their present holders without compensation in the same manner as one takes his property away from a thief when he finds it in the thief's possession. "The innocent third party" does not cut any figure if I find him in possession of my watch. The railroads have had their actual value paid for over and over again by the people, in the shape of dividends. The question will arise sooner or later, "How many times over do the present owners of the railroads want to be paid for the railroads before they will let go?"

Justice would say, as it does now, that the railroads should be taken by the people without further payment. There will be a number of people who will talk of "innocent (?) third party," the "poor (?) widows and orphans," who always invest in railroad and mill stock, and the hardships this would create. The people will probably have to pay for them again. In that case they only should pay an appraised value with the "WATER SQUEEZED OUT."

Senator John G. Carlisle, of Kentucky, who is slated for one of

Cleveland's cabinet, and who is either a fool or a—railroad director, was quoted by an Associated Press dispatch shortly after election, as having dumbfounded and silenced a deputation of farmers who wanted him to work in favor of the government ownership of railroads, by pointing out what an enormous debt it would create and how it would need piles of money to do it, and how it would be a sheer impossibility to pay even the interest on this debt. Being a newspaper man, I naturally do not believe anything that comes through the Associated Press. If by accident, the interview which went all over the country, really did occur, then Carlisle, who is well known as a grandiloquent old windbag, probably hustled down to the Associated Press office and up three flights of stairs or called it up by telephone, and gave only his side of the story, and the poor farmers got left. The article in question bore the ear marks of being "inspired," as the newspaper man sometimes terms the interview which a great man has with himself and then writes out for publication. I do not believe there were any farmers in that delegation but what could and did answer the shallow arguments he produced against it, and which, according to the dispatch, sent the farmers away silent and pondering.

He said it would take a tremendous amount of money to buy the railroads. It would not take one cent. The United States government could issue a 4-20 bond or a bond at 4 per cent. interest, payable in twenty years, and take in exchange the railroad bonds and stocks now out. It would simply be an exchange of one kind of bonds for another—United States bonds for railroad bonds. I guess the average investor who puts his money into railroad bonds would rather have United States 4 per cent. No money would be needed in making this kind of transfer. As regards Carlisle's statement that we could not pay the interest, why, we have to pay it now, and a much higher rate, too. We have to pay the interest on the railroad bonds and also dividends on stock of actual value as well as on "damned" watered stock. Can Mr. Carlisle tell what the difference would be in paying the interest to railroad bond-holders from paying it to the United States bond-holders? I cannot see anything except a saving in the rate of interest and a reduction of the principal or total debt by "*squeezing the water out.*" This would, undoubtedly, be the case if the United States took the roads at their actual value and issued bonds and scrip in exchange for the bonds and stock now out.

The schedule time is a minor matter, but it also could be made more nearly perfect if the people owned the railroads and they were under one general comprehensive management, rather than run as they are now by different gangs of train despatchers who will let trains of a connecting road wait for hours before giving them necessary information. The zone system as it obtains on the government railroads in Hungary, and which is one of the latest wrinkles or inventions in the railroad business, could also be introduced. Your readers are, presumably, all familiar with the zone system, so I will say nothing about it. The post roads were formerly owned by turnpike corpora-

tions and then the people assumed the ownership. The railroads are our modern postroads, and the courts have so stated. They in like manner must follow history and become the property of the people. This essentially public service cannot longer remain in private hands.

There can be no real civil service reform until you have a civil service. Take the number of those in the civil service as compared with the grand aggregate of employes in the United States, and we find they are a very inconsiderable percentage. The main idea of civil service reform is that a man should be retained in his position as long as he does his work well. Every member of a labor organization will agree with this idea. The only trouble is that it is used to keep the "ins" in and the "outs" out by the politicians. If the people owned the railroads there would be so many men employed, about 1,000,000, that it would make no difference with the individual's political beliefs, and the main idea of civil service reform, as above stated, would have an opportunity to work. It is said that if that big army of officeholders were to be added to those already in existence, it would be an impossibility to ever get that party out of power. I have purposely put this objection in its hardest form. To answer this, it is only necessary to say that the statement is an imperfect generalization from incomplete data. When the number of supposedly "soft snaps" or government berths are limited, every one wants one, and the fellow who gets one is going to hang on to it and not run the risk of losing it by trying to get something higher. Not so when there are lots of them to go around as compared with the average outside. The ambitious men in the railroad service would see that there was a change in the government often enough to enable them to get ahead. At any rate, this army, and there are about 500,000 voters, it is said, are not so dangerous to the republic as government employes as they are when influenced, led, bought, cajoled or intimidated by the millionaire railroad owner who now has his hand on the throat of this nation. The last election showed how unimportant the possession of the offices are, when the Harrison forces were so teetotally knocked down and trod into the mud. Besides, we now have the secret ballot.

The changes that would be brought about by the people owning the railroads would tend to put to work thousands of persons who are now permanently idle and are supported unproductively by some one. The cheap passenger rates then made possible would render possible an easy and scientific distribution of labor in all parts of the country, so there would be no glut here and a scarcity there. In fact, the ramifications of the subject really require a book in which to do it justice. I do not propose to say much more, other than to recapitulate the following reasons:

Railroad men need national ownership for the reason—

1. That it would increase their wages.
2. That it would reduce their working hours to eight per day in accordance with the national eight hour law.
3. That it will render their occupation less hazardous and

lengthen their lives, bring about safety appliances and better conditions generally.

The general public need national ownership for the reason that—

1. It is taxation with representation.
2. It is in line with good public policy.
3. It does away with the incentive to bribe legislators by taking away the necessity.
4. It purifies politics.
5. It permits the introduction of improved passenger service and general sleeping car system.
6. It would reduce freight rates and passenger fares, and
7. It removes the power of the railroad millionaire to meddle in politics and control the nation for his private ends.

These are in themselves only hasty generalizations, but the conclusions are logically deduced from correct premises. There are many more reasons that might be cited. I think I have given enough, however, to show that the answer to the question "Shall the people own the railroads, or the railroads own the people?" is: The people must, shall and will own the railroads.

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## EPISODES OF 1848.

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BY MARIE LOUISE.

### No. 2.

In the vicinity of the Palais Royal and the Tuilleries the troops still held fast for the government. Etienne Arago, Count d'Alton Shee, a Peer of France, Ferdinand Flocon, Arthur Dangeliers, the indomitable Caussidière, Arnold de Verchères and other Republicans, arrived to capture the last foothold of monarchy. Going to the officers of the troops of the Palais Royal, Etienne said,

"Retire, spare your soldiers and the people a useless sacrifice of blood. We are few before you now; in a quarter of an hour we shall be hundreds; in one hour, tens of thousands! Resistance is impossible!"

The officers remained obdurate. Arago and his friends withdrew to the other side of the barricades. They met General Lamoricière, who had just been appointed Commandant of the National Guard. M. Moreaux, an officer of the staff of the National Guard urged Etienne Arago to have the general recognized.

"General," said Etienne, approaching him, "there is no longer to-day any talking of reform or regency. This time we will have the Republic, and keep it."

To an incredulous shake of the head of Lamoricière, Etienne replied vehemently,

"Yes!" the Republic is ours, and no one shall tear it from our hands. You are a brave general, and soon you shall have your place at the frontier as a soldier of the Republic; but at this moment you would uselessly seek to be heard. Go no further, your efforts are futile."

The general and his officers turned round and went back to the Tuilleries.

The garrison had withdrawn inside of their post. A few lads made a rush at the gates of the Palais Royal. The soldiers in the post at once levelled their muskets and fired a murderous volley. The people who were armed returned the complimentary fire.

Mr. Percy B. St. John, who was an eye-witness of this last spasmodic gasp of the royalist army, gives the following narrative:

"The scene from this forward was of the most terrible description. As soon as I could look around me I saw that the whole Place was empty, while at the corners, behind, before the barricades, kneeling down, standing up, at windows, on the house tops, were the people.

"Volley after volley was discharged. The garrison fired several times with the utmost military precision. The people answered. Every now and then a small party, having loaded, would rush out in the middle of the place and fire at the windows of the post, never failing to leave dead and wounded on the square.

"Fresh crowds arrived every minute. I could see the combatants rushing down the rue de Valois, reinforcing the people, or filling the places made vacant by the dead.

"At the corner of the rue du Musee we were about twenty. Already one dead body lay at our feet; it was carried into a baker's shop and deposited on chairs. Another and another fell, and the boulangerie became an ambulance. In half an hour four were lying dangerously wounded by the side of the dead man, while three others were shot through the arm. Never do I wish again to see so murderous a fight. Not an instant did the firing cease. Each moment the people, more furious as they saw so many victims fall, redoubled in boldness. Etienne Arago advanced into the middle of the Place and fired at the Post; he then moved down to encourage those at the corner where I was, and then returned to the rue de Valois to join Flocon, who commanded that position.

"An episode which I saw, but scarcely noticed, is thus vividly described: 'A child, one of those admirable *enfants de Paris*, of which this capital alone supplies a type, and which the people have baptized by the name of *titi*, flew about the Place, animating the people and provoking the soldiers. Etienne saw him, alternately to his right, to his left, opposite him, and despite the gravity of his personal situation, he admired from the bottom of his heart the careless courage, the bold heart of the heroic child, whose shoulder had been cut by a bayonet or a ball, whose shirt was all bloody, and who, in the van, in the most perilous post, armed only with a sabre, and in a shower of balls, came to brave new wounds or an almost certain death; and all this because he had heart, because the smell of gunpowder was a loadstone, because, in fine, he was an *enfant de Paris*.'

"Meanwhile, by the Café de la Régence a dense crowd, utterly heedless of the proximity of the balls which seldom wounded save mortally, poured an unceasing fire so loud, so continuous, so frequent as to be absolutely stunning.

"To add to the confusion, a number of royal carriages taken from the stables of the Tuilleries, were dragged out on the Place and by aid of mattresses thrown out to the people from windows, were fired. The group among whom I was knocked at once at the the door of a small house which was occupied in the building of the post by a water-carrier. He came out with his wife and daughter, trembling and terrified. The people assisted them into the baker's shop, and then, having brought out his principle valuables, piled fagots from the baker's upon the straw mattresses and fired it all.

"Up rose a hot flame and a loud cry from the people for the soldiers to surrender, for that resistance was now madness.

"The garrison replied by a still more murderous discharge which, added to the exasperation of the multitude, who from behind the blazing carriages, from the barricades and windows, from the Palais Royal, now captured, poured volley for volley. Here might be seen a boy of twelve, with a musket too heavy for him to carry, kneeling down and firing from a cart; here peer, peasant, deputy, National Guards, journeyman and master, English, French, Poles, hustled together, all with one object—the insuring of popular victory.

"The scene was tremendous! The carriages had made a vast burning barricade from behind which hundreds of men poured their volleys on the post, which, though the soldiers must have been half choked with smoke, replied with even more fury than ever. The Place was obscured by dense clouds of vapor. Where I stood, within four feet of the post, the heat was awful. I could scarcely stand. The air was hot like the blast of a furnace, while a smell of gunpowder filled the nostrils. From the carriages rose up numerous columns of flame, ardent and red, like the blood which ran upon the pavement beneath, while several heaps of straw and wood were burning against the post itself, which had caught fire in two places. In the dim light which prevailed, the day being closed, the smoke of fire and gunpowder, the thousand heads of the people might be seen crowding the Place in blouses, uniforms, coats, armed and unarmed, while swords, bayonets and guns flashed in the lurid glare. The ears were deafened by the tremendous discharges from both sides, from the Valois barricade, from the Rohen barricade, from the rue de Chartres, from where I stood, from the windows, from the Place, from the Palais Royal, from the *Corps de Garde*, where still the already burning soldiers kept up a discharge—all were firing!

"Still the parleyers tried to make the firing cease, all in vain. In vain M. de Jirardin came down with the proclamation of the King's abdication; in vain General Lamoricière advanced sword in hand and commanded the soldiers to desist; they fired on him and wounded him in the hand. In vain the son of Admiral Beaudin rushed among the combatants crying, 'Louis Phillippe has abdicated!' Mistaken for the Duke de Nemours, he was only saved by three National



Guards from instant death. The soldiers and Municipals held out. Their obstinacy was now increased by the fear of revenge. Not one expected to leave the post alive if they surrendered—a fatal error, for almost to the last the people said they were, of course, acting from a mistaken sense of duty and should be forgiven.

“A short silence took place. During this pause the people crowded densely on the Place. A column of National Guards, headed by Captain Jonanne, and followed by Lépéré, of the *Réforme*, afterwards killed, scaled a barricade with Etienne Arago, rushed to capture the post and save the wretched beings within, with the nineteen prisoners of the people in the *violon*, whose cries of despair were clearly heard. The fire had completely wrapped the *Corps de Garde*, the cistern of the fountain had given way and flooded the Place with water, and the awful confusion increased every minute.

“The capture of the Tuilleries, of the Hotel de Ville, was reported and everybody believed the revolution was accomplished, when a furious discharge from every part of the post again renewed the bloody struggle. From this moment the scene was dreadful. The garrison finding the *Corps de Garde* too hot to hold them, tried to rush out at the gate, but were shot as they appeared. The blood of the people was up—the last discharge had changed their sentiments, and not one was allowed to escape. Every instant the flames increased in violence. Floors, roofs, furniture, everything was on fire, and, at length, an awful stillness prevailed. The firing ceased, for the garrison had all perished, victims of their own obstinacy. The rigid disciplinarian who commanded them was killed with a bayonet while attempting to escape.

“A moment of profound silence followed. Each man held his breath and asked his neighbor if it could be true that more than one hundred of their fellow creatures had perished in the flames, victims of a mistaken sense of duty. A feeling of horror pervaded the crowd and then the cry arose, ‘To the Tuilleries!’ Away rushed thousands of combatants. I accompanied them.”

When the commander of the Palais Royal garrison, on trying to escape, fell pierced by a bayonet at the gate, Etienne Arago was standing a few steps off.

Intensely sympathetic in his nature he instinctively placed his hand over his eyes to shield them from the awful sight. Intrepid as a lion was this short and sturdy man when fronting the foe, but to see a man struck down while he retreats, made his heart grow faint. Sterling and noble was his courage! He fought not to kill men, but to overturn systems, and the man who retreats has, for the time being, ceased to be the identification of the hostile principle. He becomes a limb of humanity, and nothing more nor less.

The crowd of insurgents, now victorious, was rushing to the Tuilleries to deal the Monarchy its *coup de grace*.

Etienne Arago followed slowly, untying as he went his neck cloth to bandage a wound he had just discovered on the back of his head,

by the blood gliding down his neck. The loss of blood and the want of food weakened him.

"I must get something to eat," he muttered, "it will not do for me to be fagged, for the work of the revolution is not yet done. The Tuilleries must be cleared of all the rubbish hanging on royalty, and the people's majesty must occupy the palace, were it but for a few hours, to assert their ownership of that accursed edifice, where for so many centuries Tyranny has forged chains to enslave the nation and gestated schemes to bleed and strangle it! The Tuilleries, that sumptuous den where wolves lie in waiting to devour the lamb, ought to be levelled to the ground and obliterated from the sight of generations to come!"

Revolving these bitter thoughts in his mind, Etienne Arago advanced slowly toward the rail enclosure of the Palais Royal, near the Place du Carousel. Arnold de Verchères, who was sitting on the stone edge of the gate, bandaging a wound he received in the left arm, saw him walk dreamingly and ran to him.

"Etienne," he said, "Flocon and the Count d'Alton Shee were here a few minutes ago, looking for you."

"Are they all sound?" inquired Etienne.

"They appeared to be all right. I saw no wound on them," answered Arnold, "but you, Etienne, you have been hurt."

"Yes, and you, also," replied Etienne. "My wound is not serious, and I hope that your own is also slight."

"A ball struck my arm," rejoined Arnold, "but the bone is not touched."

"So far we have been fortunate, have not we?" said Etienne, "and yet we stood in the hottest of the fire, where bullets rained all around."

"We are not yet through, comrade," said Arnold, "the Republic is not yet proclaimed."

"It will be," replied Etienne hastily. "Arnold, let us go and get something to eat, I am nearly starved."

"I am also very hungry," said Arnold, "I ate nothing since we had our supper this morning at two o'clock."

"Neither did I eat anything since, and we have done so many hours of mighty hard work. Is it not surprising what amount of hardship the human frame can stand?" remarked Etienne.

"Let us go around the corner to a little restaurant in the rue du Musee," said Arnold, "we must get a good dinner, for goodness knows when we shall be able to get another."

"What will you have, gentlemen!" asked the garçon, as they sat at the restaurant table.

"Give us anything you have ready," replied Etienne, "we are starved; we could eat an ox alive!"

"Don't eat me!" exclaimed the waiter, hurrying to the kitchen and turning round again and again to glance at the smoke-begrimed and uninviting faces of his guests.

After having partaken of a good broth and *bœuf à la mode*, and a bottle of good Bordeaux wine, our now invigorated insurgents called for a *gloria* (black coffee and cognac) and lighted their cigars.

"What a tough work we had with that garrison of the post," began Etienne Arago, "their obstinacy was astonishing. I feel all bewildered! That bloody work has saddened me! Yet I must not give way to emotion; I must go on, silencing my feelings until the task is done and the Republic is proclaimed from the Hotel de Ville."

"The scene of to-day has impressed me very painfully," remarked Arnold. "Did not the thought strike you, Etienne, that these Municipal Guards in the post were those you delivered from the mob yesterday, or some of their companions to whom they had related their experience?"

"No, I did not think of it," answered Etienne, "I don't believe they could have been, for had they been the same they would have spared the people instead of firing on them like mad men gone frantic. They were sworn on destroying the last of us."

"Poor unfortunate men!" continued Arnold tristfully. "They were crazed by the fear of falling into the hands of the populace. That is the secret of their frantic and obstinate firing. They were not afraid to die, Etienne. Their ceaseless fire poured on an enemy which so much outnumbered them and increased every minute, left them no doubt about their ultimate defeat and death. Even when Lamoricière shouted, and after him Baudin, 'Louis Phillippe has abdicated!' they did not relent the pouring of their volleys. I felt and still feel that these Municipal Guards were either those you saved yesterday or comrades to whom they related their terrible adventure."

"The men we saved yesterday, at the peril of our own lives, would surely not have kept on us such a murderous firing unless they were monsters of ingratitude," said Etienne, musingly.

"They were grateful to you, Etienne," rejoined Arnold, "but the populace has inflicted treatment upon them which stir every nerve in the human body and arouse in man's nature all that is bitter and implacable—treatments which degrade and humiliate and madden."

"I am a veteran revolutionist," said Etienne; "I have fought on the side of the people in the great revolution of July, 1830, and in all other outbreaks intervening between that and this present revolution, but I have never given a thought to the question you have just raised. I look at it this way: A man ought to be grateful when his life is spared by his victorious enemy. Would I have saved the lives of the Municipal Guards if I had suspected that my act was fraught with disastrous consequences both to the men and to ourselves?"

"I know you would not," retorted Arnold. "Of course no combatant expects courtesy during the action, and all strive to decimate the ranks of the enemy and save their own from destruction. A warrior hopes not for mercy from his adversary; sentiment is not in it. But when a warrior is disarmed he ceases to be the foe; nay, more than that, he becomes a defenceless man thrown on your clemency and caprice. You may kill him, for he is helpless; just as you may rob when property is entrusted to you. But where is the moral side of it? A war is a collective duel, and the point of honor (another word for moral sense) is in both cases—the individual and the collective

duel—exactly the same. What would the witnesses of two men fighting a duel say, if the conqueror were to rush on his prostrate foeman and hack him with his sword, or beat him, spit in his face and insult him by words? Would not the witnesses feel like killing him as an inhuman brute?"

So earnest and vehement was Arnold in his denunciation, that Etienne could not suppress a laugh, whilst his kind and honest but mischievous eyes sparkled with merriment.

"Arnold," he said at last, "you have never witnessed an unsuccessful insurrection. If you had, you would be more reconciled to the harsh ways used against the defeated. A civil war is the devil let loose!"

"As you state, I have never witnessed an unsuccessful insurrection," replied Arnold, "but the pages of history have pictured to me all the horrors and inhumanity attending on such disasters, and the matter-of-course feeling which prevails among the combatants. It is this very fact I wish to strip of all the fantastic draping the crafty spirit of oppression has wound around it and names 'war means,' 'war necessities,' 'war inevitabilities.' Since our social and our international conditions are such that war is inevitable, let us discriminate between fighting and murdering. On the battlefield, if I kill my adversary I assert my natural right to live and my capability to preserve that right. But when I have disarmed my foeman and he lies prostrate at my feet, if I slaughter him I am an assassin and a coward!"

"I agree with you there, comrade," said Etienne, "a disarmed man's life ought to be sacred to all. My heart bleeds when I see any defenceless being struck or abused. The cries of a whipped child or a thrashed woman, set me frantic; the blows that lash them seem to fall on my shoulders with tenfold severity."

"I know how sympathetic and upright you are, Etienne," rejoined Arnold. "For that reason I have linked my fate to yours during these three days of danger, determined to shield your life with my own. For that reason, also, I am anxious to point out to you the evil of the violence used yesterday by the people on your *protégés*, the Municipal Guards."

"The mob was infuriated by the brutalities these Guards had committed on them all day," replied Etienne, "you could hardly blame them."

"The Guards," retorted Arnold, "obeyed orders which are consequent on the wearing of their uniform—that of a soldier-police—a damnable combination! But the minute they were disarmed they became simply human beings, weak and helpless against the attacks of men armed and numerous. It was cowardly of the people to insult, and above all to strike them as they were marching in single order, unarmed and powerless even to shield their persons from blows. Not one of these unfortunates but would gladly have died twice in combat rather than suffer the agony they underwent for over one hour and a half!"

"I acknowledge that this treatment was ungenerous of the people," pleaded Etienne, "but they were maddened by the loss of their own brothers killed by Municipal Guards."

[To be continued.]

## YES! SCIENTIFIC TAXATION.

BY GEORGE C. WARD.

No. 2.

[Concluded.]

The December number of our MAGAZINE is at hand and has been devoured. I have been intensely interested and greatly edified in perusing its pages of delight and reading its able, humorous and aggressively humanitarian editorials. The MAGAZINE is simply immense. Long may E. V. Debs live to indite its pages and point a suffering humanity to the path that leadeth to industrial salvation.

I have read with amused interest Mr. W. P. Borland's second article under the caption, "Scientific Taxation?" and am "all broke up" to find myself convicted of woeful ignorance, and am humiliated and abashed to know that I have my "terms, rent, interest, wages, profits, cost, price, value, currency, money, circulating medium, &c., thrown together in such inextricable confusion as to obscure his (my) reason." In my lamentable ignorance I had supposed that cost and price were two distinct factors and that price included cost, interest, profit and rent. I thought, in my foolishness, that the conglomeration of ideas advanced by single taxers were based upon an inability to distinguish between money actually received (rent) as interest upon money invested in land and the increase in the selling price of land. I had hoped, in my verdancy, that some "sweet day" single taxers would be able to see much difference between land used for the production of wealth and land occupied for the absorption of wealth. My mental capacity is so weak that I actually supposed that because all rent upon business properties must inevitably be included in the price of goods and services sold, such rent must necessarily be an indirect tax upon the purchasers of such goods and services. This being the case, I am idiotic enough to believe that taking such rent as tax will not change its fundamental attribute of "indirect taxation."

Mr. Borland is simply trying to "darken counsel with a multitude of words" when he enters into a lengthy dissertation about cost, in an effort to disprove the assertion that all rent upon lands occupied for income producing, or profit making business, is an indirect tax upon the whole people. The proposition is extremely simple and should be very easily disposed of. I will formulate it thus:

First—Under the operation of the single tax (unlimited) the people would be the universal land owner and landlord, and there would be no individual landlords to tax.

Second—The rent paid by individuals to the people for the occupancy of land for profit making business, would necessarily be included in the price of the goods or services sold by them.

Third—Such rent, being included in such price, must inevitably be an indirect tax upon the people, such people being the universal landlord. The occupier of the land would be, not a taxpayer, but a

a tax collector, and would pay no more of such tax than any other person who consumed or used as many goods or services as he or she did.

Fourth—The only other tenable ground is that the occupier of the land would pay such rent out of a special fund, owned before going upon the land and set apart as a fund out of which to pay rent. Such an imaginative philanthropy is absurd and preposterous.

Fifth—Putting the proposition in the form of an alternative question, I ask: If rent is not an indirect tax upon all the people, out of what fund do landlords amass riches, and who produces the wealth landlords absorb, and—what are you kicking about?

Now, let us take Mr. Borland's own "formula." He puts it thus: "Any tax which increases natural price is distributed and becomes an indirect tax. It is impossible for a tax to become indirect unless it does increase natural price." Very good. Imagine, if you please, a block containing twenty business rooms, or stores, on the ground floor, with an average rent of \$1,200 a year for each store room. We here have an annual rental of \$24,000 a year, which the merchant tenants must include in the price of their goods, in order to be able to pay. Does not that increase the "natural price" (whatever the term may mean) by just exactly the sum of \$24,000 a year? If not, why not? And if not, how does rent rob and oppress the people?

Now, imagine another hypothetical case, as follows: Only nineteen of the store rooms are occupied by tenants and one by the owner of the premises. Does not this one man have a margin of profit, above and over the nineteen men, of just exactly the amount of rent each of the nineteen men pay? And could not a philanthropic single taxer, in the one man's place, close each and all of the nineteen men up, by refusing to include any rent in the price of his goods? And if all twenty of the merchants occupied their own premises, would not their competition soon eliminate the factor rent from the price of their goods, unless they formed a trust to keep prices up? And is not, then, non-occupying landlordism responsible for the factor rent? And would not untaxed enforced "use and occupancy," as the title to land, abolish rent and present forms of taxation, leaving revenue to be raised by a tax upon net incomes? And would not this method be better than the outrageously unfair system advocated by the single taxers, which proposes that the people shall continue to bear the burdens of rent (single tax), in order that the untaxed business exploiters and money mongers of the nation may continue to amass fortunes by virtue of the operation of the factors interest and profit? To say that they could not do it, is simply to assert that no tenant merchant, banker or business man ever did, or can become wealthy. Mr. Borland says: "We have seen that market price always conforms to natural price, and that natural price is identical with necessary cost at the margin of production; it is to the margin, then, we must revert." Bosh! Mr. Borland; pure bosh. The price of a bushel of Pennsylvania coal in Kansas, or a bushel of Kansas coal in Pennsylvania, includes within its limits a portion of the rent and interest paid and profits realized by every one who

handles it between the points, as well as the cost of transportation. The Kansas corn occupies in Pennsylvania much the same position that the non-occupying landlords occupy in our hypothetical block of buildings. Its "cost," not at the "margin of production," but laid down in Pennsylvania, gives the Pennsylvania farmer an opportunity to charge the same price for his corn, although it "cost" no more than the Kansas corn in Kansas, at the "margin of production." This makes Pennsylvania farm land as much more valuable per acre than Kansas land, as the sum upon which the difference in price of an acre in corn in Kansas and Pennsylvania will pay five per cent. interest. This is "economic rent." So much for cost and price. Mr. Borland's shoes are governed by the same rule, to which they form no exception. No man ever bought a pair of shoes, unless they were sold at a loss, that did not pay in their price a portion of the rent of every building they were ever in and the ground such buildings stood upon. As to the "margin." Mr. Borland will have to "get off the earth," in order to find a margin where "rent forms no part of such cost." Mr. Borland's error lies in the assumption that there will be individual landlords under the single tax regime. By the way, the "cost" of goods laid down to heavy buyers is the same in all parts of a city, yet a merchant upon a crowded, populous thoroughfare pays more rent, sells more goods and makes more money than the merchant on a poor thoroughfare, and yet the necessary price (Mr. B.'s cost) is much less on the poorer thoroughfares. What becomes of the statement, "Rent is not the cause of the higher price, it is the effect of the higher price which must prevail in order to cover the higher cost at the margin"?

Mr. Borland says:

But Mr. Ward don't really believe his own assertion as to a tax on rent being an indirect tax on consumption after all; he says:

"I have readily conceded that the trend of the argument seemed to prove that prices would be increased by just the sum of the tariff and revenue taxes, and all direct taxes levied upon buildings and goods, wares and merchandise. Indeed, as the 'rent or value (of land)' is the highest price that any one will give for its use, and the single tax takes all such rent as a tax; an addition to rent would simply be an increase of the tax."

After making this concession, there is no logical ground upon which Mr. Ward can place his assertion, that the tax on rent can become an indirect tax, and the attempt to maintain the assertion in the face of the concession becomes extra-logical.

What kind of logic is that which concludes that because I concede that under the operation of the single tax, the gross sum of taxation would be reduced by just the amount we now pay as taxes (not rent). I am, therefore, precluded from continuing to assert that the single tax levied (if farming afforded profits) upon all classes of land, except residence sites, would be an indirect tax upon all the people. (The tax upon residence sites would be in the nature of a tax upon incomes.) I yet assert that such tax would be an indirect tax, and would increase in amount as the pressure of population increased in intensity and men became willing to pay more and more

for the use of land. If the single taxers would acknowledge this, and claim that such fact, and the use of such fund (tax) for the whole people, would gradually establish state socialism, they would occupy more tenable ground and have a much stronger hold upon the affections of the people. Mr. Borland should cease harping upon the term "a tax upon rent;" the single tax proposes to take as a tax (all) rent and abolish private ownership of land. I am for the abolishment of the private ownership of land, by making untaxed use and occupancy the legal title to land, with a proper limitation upon the quantity to be held by each individual or family, for business, agriculture, or residence purposes. I am for the establishment of the Cherokee Indian system of land tenure in the whole of the United States.

The foregoing statement of my position should be a sufficient answer to Mr. Borland where he says:

But when we come to the land tax, Mr. Ward's science becomes particularly luminous. Here it is: "There should be levied a cumulative graduated tax upon all unused and unoccupied lands. No other land should be taxed." In other words, persons who failed to use their own lands must give up their rent for the benefit of society; but on the simple condition that they use or occupy their lands, they will be allowed to retain the rent which properly belongs to society, for their own benefit. This is science, indeed! but it is a kind of science which is idiosyncratic with Mr. Ward.

It will be noticed that here, in the compass of one short sentence, Mr. Ward both admits and denies an important ethical principle.

By appropriating all rent of unoccupied lands, he denies the justice of private property in land, which is just what consistent single taxers do, and by allowing all the rent of occupied lands to remain with their owners, when the owner is occupier, he admits the justice of private property in land, which is just what consistent single taxers cannot do. Mr. Ward will do well to square himself on this question; he must be able to give an answer, yes or no, to this question of ethics before he is competent to intelligently discuss the single tax economy.

I would levy the heavy tax upon unused and unoccupied lands, to force those who claimed it to relinquish title to it, the people being unlikely to resort to the expedient of confiscating to the state the titles to all land.

So far as is concerned Mr. Borland's statement, that "an arbitrary poll tax is the most inequitable tax that can be imagined, and has no scientific basis whatever," I answer, that with the abolition of all present existing forms of taxation, including the tariff and internal revenue taxes, a poll tax of two or three dollars per capita upon all independent individuals between the ages of twenty-one and forty-five or fifty years, would be both an equitable and a scientific way of raising sufficient revenue to pay for the protection afforded the persons (not property) by the several state governments. I reiterate: "The humblest and poorest citizen should receive the same protection and pay as much therefor as the richest and most arrogant." I am glad that Mr. Borland likes the tax upon inheritances, or estates. Mr. Gould's estate will pay the state of New York a tax of about \$700,000. If properly graded, such a tax should have received from such an estate as Mr. Gould's at least \$35,000,000, or one-half of the ill-gotten gains he left behind him. Mr. Borland says:



Experience has amply proved the inefficacy of the income tax, it puts a premium on perjury and places the honest and conscientious person at a disadvantage; it is not to be classed among the scientific taxes.

In answer, I reproduce from the article Mr. Borland is criticising, as follows:

I am aware that single taxers and others will contend that an income tax cannot be collected; that it will be fraudulently evaded or sworn off, or charged up to expenses, or be recouped in higher rents and prices, or lower wages, etc. To this I answer, that if use and occupancy were made a prerequisite to land ownership, there would no longer be any rent, high or low, while the competition of those business exploiters who did not receive any taxable income would prevent the income tax from being recouped in higher prices or lower wages. So far as evasion is concerned, the efforts in the direction of such evasion would be a matter of indifference to all those whose net incomes did not exceed one thousand dollars. An interesting struggle might be waged in the ranks of plutocracy, but labor would not be in it. Labor, being assured of its total product, free from rent and taxation, could look on serenely, while the plutocrats watched and fought each other.

If it would not be impertinent, I would like to ask Mr. Borland if, provided there were no taxes collected except on net incomes of over one thousand dollars, he would have any taxes to pay? The advocates of a graduated income tax occupy something like the following position: They claim, First—That as all wealth is the product of labor, if any other factor besides labor absorbs wealth, such factor must necessarily rob labor. Second—They claim that there is a point at which incomes cease to be the legitimate reward of honest labor and become the results of the factors which conspire to rob labor. Third—All standard works upon social and political economy teach that the factors which reap without sowing and absorb without laboring to produce, are economic rent (with all the term implies); all interest above an equitable proportion of the net product of capital and labor, and all profit above fair wages for labor performed and services rendered. Fourth—The advocates of a graduated tax upon net incomes hold that until speculation in land is abolished and land is held by occupancy only; until the people assume, as a public function, the banking business of the nation, and money can be obtained at the cost of such banking system; until one kind of labor becomes as honorable as another and the profits of merchandising afford no better wages than muscle and energy exercised in manual labor—until then all individuals should be entitled, above a good living, to a certain net income for a sinking fund for old age and all untoward contingencies, while those who amass wealth by virtue of the factors rent, interest and profit should be forced to defray all governmental expenses. Fifth—They hold that an individual should be debarred from piling up in a short life-time six or eight times as much as Adam could have earned in six thousand years, at five dollars a day, and to this end demand that the tax upon net incomes shall be graded.

The eternal verities of equity and justice teach that one man's work is worth as much as another's, and that brawn and brain should equally share the products of the exploits which brain conceives and

brown puts into execution. Above all, they demand that the platforms of the future shall not ignore the declaration, "Let him that will not work, not eat."

I will conclude with the hope that Mr. Borland will yet see the inconsistency of speaking of land as "man's heritage" and "God's free gift to man," and with the next breath gravely proposing to tax him for the privilege of using it. Make land free to all, untaxed, by use and occupancy. Give to every man a good living and a small net income, free of taxation. All above such living and net income will be the product of rent, interest and profit, all of which are equally robbers of labor. Make them defray all governmental expenses.

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## SINGLE TAX FALLACIES.

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BY W. H. STUART.

I desire to offer some arguments, ethical and economic, against the single tax, and invite its advocates to point out, specifically, wherein the arguments are defective.

What is the single tax? A proposition to tax all land, irrespective of improvements, to its full rental value, and the abolition of all other forms of taxation. It will be readily understood that to confiscate rent would be equivalent to confiscation of the land. Its advocates admit this, and defend it. Henry George, in "Progress and Poverty," says the object of the single tax is to make land common property, to accomplish which purpose he quite correctly states "that it is not necessary to confiscate the land, we can confiscate rent." When taxed with the evident injustice of this gigantic scheme of robbery, it is usual for single taxers to denounce rent as robbery due to the monopoly of national resources; that the landlord, as such, is not a producer, and is not entitled to a share of the wealth that he does not assist in producing. Granted. But rent is only one form of robbery. Any way by which one man is enabled to live, either partially or wholly, on the product of the toil of others, is as much robbery of the producer as the exaction of rent for the use of land. Therefore, the mere speculator, the cornerer of products, for instance; the landlord, the lendlord and the profit monger are all equally robbers of labor. And yet George, who so bitterly denounces the land robber, defends the money robber and his rent (interest) as the "just return to capital for aiding production." But let it be noted that capital itself is the product of labor, and in the hands of capitalists merely represents accumulated unpaid labor. That is,

the monopoly of land enables the owner to exact as rent all over the "margin of cultivation," while the monopoly of money and machinery enables the owners to exact as interest or profits all over the "margin of production." Readers of the defunct *Standard* will recollect how George defended "Old Hutch," who, a few years ago, cleared one or two millions by a corner on grain in Chicago. He (George) considered the operation a legitimate one, and had only words of commendation for the shrewd manipulator. Consistency may be a jewel, but it isn't found in the camp of the single taxers.

Therefore, I protest against the single tax scheme of confiscation as partial and unjust. While fully admitting that "rent is robbery," it is quite as respectable and justifiable as any other form of robbery. The title to land (in this country, at least) rests upon as equitable a basis as any other form of wealth. The "unearned increment" that the single tax is designed to confiscate has, owing to the common ownership of land that has obtained among us, been widely diffused, and of which all classes have been the beneficiaries. Thousands who have shared in this "unearned increment" are no longer land owners, but have exchanged their property in land into money and stocks, and are therefore enabled to live on another form of "unearned increment," which, by the way, under the benign single tax would go untaxed. Are those the people we will ask to assist us in robbing the land robber? The elimination of the latter class would not solve the economic problem, as I hope to fully show in a future article.

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## THE COMING CIVILIZATION.

BY JOSÉ GROS.

No. 2.

One of the distinctive features of past and present civilizations is that the many have forever abandoned to the few the power of building up nations or concocting social compacts; and the few in question have always looked out for themselves in the concoction of laws. We must change that, if civilization is to change for the better.

Even in this nation of ours it is seldom, but once every four years, that we can really stir up the masses to earnest political action, or to some actual or supposed fundamental principle. Even then the agitation is apt to turn around men more than around principles; more around party traditions than around any specialized group of

laws. That is not altogether the fault of the masses; because we have not taught them how to discriminate between right and wrong laws. If we had taught them that, then governments would have long ago rested on sound principles of equal justice to all.

The worst is that the ignorance above indicated is found to permeate through a large portion of the so-called educated classes, far above what we mean by the masses, far above in human parlance. The writer imagines that God loves the masses better than the classes, although the latter contain, no doubt, many good elements.

We can notice that even among people high up in the social ladder, and good, nice people, too, many of them are totally at sea in connection with what is right or wrong in governmental action. For instance, such people, travel from city to city, and, of course, notice poverty here and great wealth there. They virtually attribute the accumulation of wealth to human laws, and the accumulation of poverty to God's laws. They are not conscious that they do that; but they do it all the same, through ignorance on God's laws of economics. They are so accustomed to see wealth accumulated under the action of monopolistic laws, taxing the mass of workers for the benefit of schemers, that they cannot realize how wealth can be created in any other way. They cling to the idea that government is something apart from the people, that capital is something apart from labor, that labor and capital can do mighty little but under the action of legislative acts in defiance of natural law. What is that but faith in the power of men's laws, and no faith in the power of laws divine?

The people in question notice a great railroad built up between two large cities, or a steam-ship line established between two seaports, through some governmental privilege, subsidy, or the like, and they say: Private capital would never have originated or made that possible. Private capital! Can we have any other kind of capital? Is not all capital the naked creation of labor? Can government create any capital? All that government can do is acquire capital through taxes, and all past and present methods of taxation have been taking a portion of what labor creates and saves. Capital is simply labor's savings, neither more nor less.

The idea that by taxing labor we can stimulate production and increase wealth or commerce! What an absurdity! The idea that some favoritisms to the few are necessary to the building up of a railroad, the establishing of a steam-ship line, the opening of a canal, digging artesian wells, erecting factories or mills, developing mines, &c., &c.! The conception that no such undertakings shall very well take place as the inexorable result of the intelligence and muscular power that we owe to God, of the natural elements that He has created for us! The assumption that demand shall not invite supply—that supply shall not meet demand! Are we not justified in saying that all that means absence of faith in the wisdom of God's laws, in the beauty of the divine organization through all phenomena, and a great deal of faith in men's laws of selfishness and sin? That natural freedom should disable labor and capital from healthy

development, and that only through governmental restrictions or favoritisms, and only through processes of legalized robbery on a gigantic scale should we be able to invite production and commerce! Can we conceive of anything more ludicrous than such human aberrations, entertained and proclaimed by many high up in wealth and intelligence?

All that must change, if civilization is to change for the better; and all that is already changing; changing among the masses, and changing among the best elements in the classes.

It looks as if the religious superstitions of periods gone by had simply made room for the economic superstitions of modern times. The old Greeks, the American colonists and other groups of men, had some clear perceptions about the benefits to be derived from at least a certain degree of freedom in production and commerce. Few nations, if any, in old periods, have considered taxation as a blessing indispensable to national happiness, as an incentive to the industrial growth among men, as a stimulus to healthy commercial developments. Why should we, or some of us in our days, consider most men to be like a pack of old donkeys, in need of the lash of taxes, to make them walk along the road?

The object of the preceding paragraphs is to show that even highly educated people can be subject to superstitions, and that even relatively ignorant people can be free from them; that even the former may have muddled minds on fundamental subjects, while the latter may have clear perceptions on the same. That would seem to prove that fundamental truth is essentially simple and perceptible to the average mind without the need of any college education or any elaborate process of mind culture. Judging by human history, it looks as if college or elaborate education tended to make fundamental truth less and less perceptible, to many minds, anyhow. Take human legislation in all nations, except with the old Greeks, and in the Mosaic laws, and you can notice that it embodies the most perplexing amalgamation of concepts and precepts, acting and reacting upon each other, impracticable by retail and by wholesale, specifically and collectively defying all natural laws, at war with the simplicity of every law in nature, repudiating the ethics of the golden rule, with mighty few exceptions, of course. We are willing to give men credit for having done some good. They would have been destroyed long ago without that.

Our aim is to prove that a new departure is needed for the coming civilization. Also, that the plain masses, the people at large, can and must take a direct part in that new departure. The fact that college men, and men with high culture, having controlled civilization for about sixty centuries, have done such a poor job, all along, as we have indicated, and as we all know to be the case, even the cultured men themselves, that plainly endorses the view that fundamental truth rests on simplicity, not on complexity; on few elements, not on many; on processes traveling along straight lines, not around the circle; on lines of least resistance, not along those of violence; on conceptions of universal freedom, not on those of oppression or

restrictions placing the individual in a straight jacket, so to speak. We can only conceive government under two general principles: 1st, Despotism or paternalism, reproducing each other, with a constant flow of laws or ordinances emanating from one man or a group of them. 2d, The reverse of paternalism or despotism, with as few laws as possible, emanating directly from the rank and file of nations, or as directly as possible, according to the conditions of the day. The latter was the principle of most Greek communities twenty-two centuries ago, as soon as they overpowered the oligarchies that now and then ruled for a while. Is it a dream to imagine that we can copy, and even improve upon, the system of the old Greeks?

We shall try to approach that subject very carefully, in our future articles. For the present let us cling to the perception of simplicity in fundamental truth, simplicity in all science. And the science of government is the simplest of all, as we shall have occasion to show. That being the case, there can be no trouble in the plain men of the people, and the plain women, too, for that matter, to thoroughly understand what is essentially right, or essentially wrong, in governmental functions; what corresponds to principles of justice or injustice; to ethics and sound sense, or to folly and national sin. Only let us remember that even fundamental truth, however simple in itself, requires, for its apprehension, a certain amount of mental work and love for truth. God gives nothing worth having without a certain degree of labor and love.

Now let us ask ourselves the following question: What is the use of citizenship when the citizen has no clear perceptions of what is right or wrong in national life? He is then a mere toy in the hands of the politician. If large numbers of citizens happen to answer to that description, what can then be the fate of any political system, even when resting on certain general conceptions of popular freedom?

On one hand, we can only have healthy nations through healthy individuals. On the other hand, we can only have healthy individuals through healthy nations. But can we conceive of a healthy individual who is not also a healthy citizen, with at least a somewhat clear understanding in regard to that which is fundamentally right or fundamentally wrong in national existence? Without a certain precise knowledge on the subject, on the part of most citizens, they themselves, their families, their earnings, their property, their joys in life, their manhood, is totally at the mercy of any set of men with cunning and selfishness enough to take advantage of the ignorance or folly of the rest. And there we have the only object of government—to prevent the few from taking advantage of the many; and that is why government is bound to be forever a failure as long as it does not rest on a few elements, simple enough to be apprehended by at least a majority of the people. And the very God who made the people made the science of government, adapted to the general conditions of the people, without the need of everybody being a regular professor or anything like it.

The general sequence of the above analysis is as follows: All social

and industrial disturbances are evolved and fed by governmental complexities concocted by the few for the benefit of the few. The coming civilization must reverse that. Government must be organized under the simplest elements possible, and under the perpetual vigilance of the many, that the few may never be able to humbug the rest. That requires that most of us should be round, symmetrical citizens, and so men or women in full; working for the evolution of a healthy, natural life.

[To be continued.]

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## SHORT STUDIES IN POLITICAL ECONOMY.

BY WILFRED P. BORLAND.

### No. 2.

As capital is a portion of wealth, it is quite natural that the ambiguities which surround the latter term should attach to the former. The inconsistency with which the term capital is used is remarkable, even among persons who are regarded as authority. Professor Walker tells us that capital arises from the net savings of labor, and then says that land is capital; however, we are not informed how labor may save land. Professor Nicholson also declares that capital can only be accumulated by saving, and then includes both land and labor in his enumeration of the things which are capital; and the erudite Professor Sumner declares that land is capital, and then tells us that capital is the product of labor, but how labor shall go to work to produce land we are not informed.

We shall avoid all these inconsistencies if we are careful to remember that capital must be wealth. But it does not follow that all wealth is capital. Wealth is the larger term; it is the product of labor applied to land, and capital is that portion of wealth which is employed by labor to assist in the production of more wealth. Thus:

A farmer raises one thousand bushels of wheat: this is wealth; it is the product of labor applied to land. He saves one hundred bushels for seed: this is capital; it is the wealth which is to be devoted to the production of more wealth. He saves one hundred bushels for his own consumption: this is still wealth, but it is not capital; it is to be used for the immediate satisfaction of the farmer's wants, and not to produce more wealth. He sells eight hundred bushels: this may or may not be capital; it depends upon the use which is made of the proceeds of the sale. If it is devoted to

the purchase of food, clothing or other articles for the immediate satisfaction of the wants of the farmer and his family, then it is not capital; but if it is devoted to the payment of wages to hired help, the purchase of stock, machinery, or material for the purpose of improving buildings, fences, or making any other improvements which will aid him in the business or producing wealth, then it is capital. In like manner the stock of a merchant which is exposed for sale is capital; but that portion of his stock which he removes for the immediate satisfaction of his wants, is not. Thus capital is wealth, but whether wealth shall be capital or not, depends upon the uses to which it is put.

Those who speak of a man's labor or his talents as his capital, are making an incorrect use of the term. Labor is necessary to the creation of wealth, and so of capital; but it is not wealth itself, and thus cannot be capital. We employ steam engines to produce lumber, but we do not say that the engine is lumber. We employ labor to produce wealth; shall we say that labor is wealth? Land and labor are the two necessary factors in the production of wealth: capital is merely a contingent factor; capital has, heretofore, been given too prominent a place in the business of production. The current economic doctrine concerning capital is:

(1.) Capital supplies the materials which labor works up into wealth.

(2.) Capital supplies or advances wages to the laborer.

(3.) Capital supports labor during the progress of wealth production.

(4.) Capital limits industry. This is a consequence of the three former propositions; that is to say, that until capital is willing to furnish the materials and wages for the laborer, and supply him with necessary food and clothing, he cannot work, but must remain idle.

These propositions concerning capital are advanced by the very men who tell us that labor produces capital, and to a man up a tree it looks very much as if they were putting the cart before the horse. To say that labor produces capital, and then to say that labor cannot produce at all until capital furnishes the opportunity, is not good logic: it is putting the product before the producer. As a matter of fact, capital does not supply labor with the materials for producing wealth, nor does it supply labor with either subsistence or wages. The materials for producing wealth are supplied by nature, and capital assists labor in working that up. But such materials, when partially worked up, and while still in the course of exchange, are capital. The subsistence and wages of labor are created by the laborers themselves. But surely, it will be said, in performing such work as the building of a tunnel, or a railroad, where work must be carried on for several years before any revenue can be realized, it is necessary for capital to advance to labor both wages and subsistence. Let us see: The railroad or tunnel company start in with a certain amount of capital—or what amounts to the same thing, its representative—in the form of money; they employ workmen, who go to



work producing capital in the form of railroad or tunnel. At stated times the workmen receive their wages; but these wages are not advanced by capital. The value of the partially completed railroad or tunnel counterbalances the value of the wages which are paid to the workmen: the workmen have added to the company's capital a certain amount of tunnel or railroad, and have received from the company a certain amount of capital, in the form of money. The company's capital is not even momentarily lessened because of the payment of wages, it is only changed in form. This can be clearly understood when we remember that the performance of labor always precedes the payment of wages; also, that the capital stock of such companies does not decrease during the progress of the work. While the company is paying out capital in the form of money, it is receiving back capital in the form of railroad or tunnel. What is true as to wages is also true of subsistence. It is not necessary that capital should accumulate subsistence sufficient to maintain the workmen while such work is going on; it is only necessary that somewhere within the circle of exchanges there shall be a contemporaneous production of the things necessary to the support of the workmen, and a willingness on the part of such producers to exchange, with these workmen, these things for the product of their toil. Place one hundred men upon an uninhabited island; will it be necessary for them to accumulate a stock of provisions sufficient to last them an entire season before they can go to work tilling the soil? I rather think not; it will only be necessary that fish, game, berries, etc., are so abundant that the labor of a part of the hundred will be sufficient to furnish enough of these for the maintenance of all, and such a sense of mutual interest as will lead those who in the present get the food to exchange with those who till the soil, with the object of securing an increased product in the future.

Labor produces all wealth, and so all capital.

Labor produces its own wages, and its own subsistence.

There are important consequences, for workingmen, flowing from these propositions, which will be touched upon in future articles.

[To be continued.]

### WHEN YOU ARE OLD.

When you are old, and I am passed away—  
Passed, and your face, your golden face, is  
gray—

I think, whate'er the end, this dream of mine,  
Comforting you, a friendly star will shine  
Down the dim slope where you still stumble  
and stray.

So may it be; that so dead yesterday,  
No sad-eyed ghost, but generous and gay,

L F M 4 Feb 98

May serve your memories, like almighty wine,  
When you are old.

Dear heart, it shall be so. Under the sway  
Of death the past's enormous disarray  
Lies hushed and dark. Yet, though there  
come no sign,

Live on well pleased! Immortal and divine,  
Love shall still tend you, as God's angels may  
When you are old.

— W. E. Henley in *Scot's Observer*

# MECHANICAL.

## PUT A HEAD ON HIM!

BY THOMAS PRAY, JR.

It is a somewhat curious matter that the very first inquiry from a fireman is not a technical one nor a mechanical one, in effect.

"What are the three most essential things towards which a man, wishing to get up in the world, should direct his attention and efforts?"

His character, his reputation, his self-respect, in my own opinion; or to say it in another way, his honesty, sobriety and truthfulness, are the most potent factors in his life's work, by which and with which to make his way in this world and to insure his clear way in the life to come. There are so many things included in this that it is hardly possible to take them up in this place, to do it fully, but there are some things that may, with propriety, be said, as to influence some few of the many.

A young man is always the object of suspicion, in many ways, until he has established his standing; and little things are noted by older ones; his ability to stand sarcasm from those who are wild, his integrity and his care of his person, as well as whatever he is intrusted with, of other people's property or interests; then his being prompt, watchful, and at his post always and in his full mental condition, to attend properly to his duties. These are the most important of all, but there are other matters that enter into his daily life that he does not want to forget; one of these is the use of profane language. It is no credit to any one to indulge in any talk at any time, and in any place, that he would not give vent to in the presence of wife, his mother, or his "best girl;" and when a man, old or young, has this one thing thoroughly in his actions, day after day, he is safe from one of the most pernicious of habits of the present day. This is said with only a selfish application. Morally, no one can afford to violate common decency or to foul his mouth with any word that he could not utter in any place on earth, and this is often violated in many of our journals, in a covert way, by saying that "cuss words" were thick, etc. It is a practice that one can afford to drop with profit to himself and credit to his judgment.

Sobriety is an item that too many do not place proper value on; its violation is the most expensive of all vices, the most dangerous of all habits, the most vicious of all pastimes (?) in which to indulge, and the one thing that is surer than death to wreck any and all, mentally, morally and eternally.

Honesty is at once the easiest, the most certain and the most ad-

mirable of the various traits a man can cultivate, whether he is rich or poor, and when he has come to be known as an honest man he has made a stride up, if unconsciously so, that he will not only never regret, but he has only to continue in the same way, and so far as the honors accorded to any one in this world go, he is sure to have his share of them. Let a man, as early as is possible, after he attains his majority, establish his reputation for reliability as one of the most important actions it is possible for him to perform. Let him, in all things, obey the civil law, and if he goes a step farther and makes his peace with his Master, in matters divine, he is safer than relying on or in himself; and it is a queer fact that in many of the untimely deaths we hear of or are called on to witness, that regrets come, in a vast majority of cases, too late, and men who have too long violated the Moral Law, in their extremity, turn to some one to help them when life is measured by moments or hours. It is better to do this in time and in strength, and to do it each day of our life. This subject will do to think over and upon, but no one can do it for other than himself.

"What is an Eccentric?"

An eccentric is not a crank; it is a disc having its axis of revolution out of its centre of figure so far as its mechanical properties are defined. In its uses to move the valves on a steam engine, the motion of an eccentric and that of a crank, are the same if they have the same "throw."

Eccentric means out of centre, and is from either Latin or Greek. Deviating or departing from the circle or center. Not having the same center. As the shaft hole has not the same center as the outer circle, or the larger circle has not the same center as the shaft hole, the two circles have not the same center, and are, therefore, eccentric.

"What is the right speed for steam in or through the ports?"

Rankine laid down the rule that one hundred feet per second was as fast as it could pass with regard for its highest efficiency. Mr. Geo. H. Corliss, in his lifetime, paid strict attention to this one feature, and settled on six thousand five hundred feet as the limit at which he could make it efficient. And in some of the most important trials of steam engines in the last few years, it has been demonstrated over and over, that much higher speed than that has shown a loss of efficiency far greater than any gain in other respects. It is safe to build on, to work with and to get all that can be had from the steam, but like all other rules, it is subject to some modifications, especially on a locomotive, where the opening is very different at times from others. Get as near as you can to the rule, and it will pay you to make some effort to do this, for it is the vital part of a valve motion and a coal pile. Do not follow any rules that sacrifice the areas of steam ports to ideas of travel, or getting a certain size of engine from any one motion.

Sand between the Driver and the Rail.

"Our Boys" all know what it is that makes the rail bright and at the same time make the driver attend strictly to business. In the affairs of this world's work it is the sand that makes men with a big M, and it is traveling on the same line, and frequently, that

makes men able to cope with the problems with which they deal day by day. The attrition between the wheel and the rail is what happens to us in our daily life; the contact based on our rubbing against other men is what makes us either brighter or duller as we make use of it. If we use the means our Dear Master has to each one given, to the best of our knowledge, we can not come into contact with others without taking on or given out some benefits, and although it is in small amounts, each one adds to our general information and to our capabilities; and in this way we aggregate in a few years, if only we are close observers, an amount of real information that will aid us in any place to which our calling may lead us, whether for pleasure or in pursuit of our daily duties in earning our bread and butter. Life is not made up of monuments in size, but of little things of more or less importance, that in the aggregation, fill for us each a place for which we are better fitted as we are able to take on more from each one with which we are put in contact in our calling; and as we are to do this, it is, as a matter of business, better that, if done at all, it shall be well done. Think of it, try it, and keep sand on hand and then make the best use of it possible, remembering that each day is done for good or ill, as your task for that day is done. You cannot live over a single day of your lives nor undo your mistakes; then live, each one to the best of your ability, and have as few regrets as you can at the "end of the run."

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## PRACTICAL TALKS TO YOUNG ENGINEERS.

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BY L. B. MOORE.

No. 2.

The quotation referred to, viz: "Engineers are born, not made," was made use of by an eminent railroad manager in a communication to his engineers, in connection with which he stated that but a small percentage of firemen developed into efficient engineers.

If this quotation is correct the outlook for the present generation of engineers is discouraging, to say the least. It is not a pleasant thought that after years of patient toil and aspiration to the successful management of an engine there is great probability that you will be a failure, and after the best part of your life has been wasted you will be compelled to look for employment which does not require so high a standard of intelligence.

I must take exception to this quotation, believing it to be misleading and injurious. There may be some of you who, being familiar with it, share the opinion of its author that it is necessary that you should have especially developed faculties, lacking which you will fail of the attainment desired. If engineers are born to the

profession it would seem that our future motherhood should, by ante-natal forethought and meditation, so mould the minds of her children that prodigies in the service would be the rule instead of the exception. It would certainly be most convenient for the embryo engineers in lessening their personal efforts to attain to a high degree of efficiency, but our parents are made responsible for enough of the shortcomings of their children, without being made the authors, primarily, of the many failures that occur in locomotive service.

In this hustling age of railroad progress there must be a great demand for a higher standard of engineers. With the great increase in mileage, the new improvements and the rapid transit that is demanded by the public, there is a necessity for greater tact, finer judgment and keener perceptive faculties than ever before. It rests solely with yourselves to either improve or deteriorate, for there is no middle ground for any of us.

It is not to be understood that any one, regardless of mental qualification, may be a successful engineer, for there are those who will at best be "hewers of wood and drawers of water," but we assume that you to whom we speak are men of good intelligence, with average mental qualifications, only requiring the opportunity to develop them, and it is this mental culture, this higher education that the engineer of to-day stands in need of.

It is a generally accepted idea that one must wait for experience and practice to teach that which may be easily learned by observation. It has been demonstrated many times that "experience is a dear teacher," as many have learned to their sorrow. The failures of others furnish object lessons in the average fireman's experience if he would note them and thus learn to avoid the circumstances which caused them.

I think the greatest lack among young men is a want of combativeness, that mental motive power from which emanates a determination to overcome difficulties and excel in their chosen vocation. There are those among you who lack appreciation of your responsibilities; others who are self-sufficient, who would "call down" a fireman for interfering with your business; another class whose apathy for improvement is only excelled by their desire to avoid mental worry or physical fatigue; who, in fact, are possessed of a continual weariness which precludes the possibility of advancement.

He who believes that "all things come to him who waits," without special effort, waits till the world gets away from him, loses his position and is relegated to a place among that surplus we read about which the laws of supply and demand won't have anything to do with because of inferiority. The management of railroads are looking to the younger element in the service to take a first place in the procession and maintain it, keeping pace with the progress of the age. We who have been at the throttle for years will soon be back numbers, and the present and future generations must advance further in mechanical improvements and practice than those of the old school, and the desired end may be attained, with a knowledge of your deficiencies, by learning to improve those faculties in which you lack. We un-

derstand that by the constant exercise of the faculties they may be developed to a high degree. Our perceptions, memory, caution and judgment may be cultivated by noting existing circumstances and conditions, reasoning from effect to cause and arriving at a logical conclusion of the proper methods to apply.

You may think that, possibly, I have digressed from the practical to the speculative, and that this talk has been more of a sermon than a practical talk to young men; but we are standing on the threshold of a new year crowded with opportunities for advancement. What is the matter with taking advantage of them? At the beginning of the new year you have possibly made resolutions for improvement. Why can't you add another just as well as not? Let it be that 1894 shall find you further advanced mentally than you are at present. Get a good book on practical engineering, read it, and it will stimulate you to investigate mechanical ideas and apply them to practice. While practical knowledge of locomotive management cannot be learned from books, because of varying conditions in the service, you may, by reading books, put yourself in communication with the advanced thinkers of the age and obtain ideas that will benefit you. What is the matter with turning your lodge and division meetings into schools of instruction once in a while, that by interchange of thought you may get practical ideas from practical men? If others won't take kindly to it, but prefer routine business, get up and ask some question yourself. You will find those present who will take it up, and the desired result will be attained.

[To be Continued.]

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## MYSTERIES OF VALVE MOTION.

BY WILLIAM WEILER.

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The January issue of the MAGAZINE is at hand, and is a striking evidence, in appearance, typographical "make-up," and contents, that the new volume just commenced will be the best ever issued, if by any effort it can be made so. The Mechanical Department is especially interesting by the variety of its contents, some of the articles being from among the most prominent railroad men in the country.

To the student of locomotive machinery no more interesting subject can be mentioned than valve motion, which forms the text of Mr. Sinclair's able article in the January number. Perhaps the interest shown in it is enhanced by the problems involved, which partake of the nature of a puzzle and thus enlist our minds in a contest to solve these apparent enigmas, which it seems have been "bothering" some of our best men, and which even Mr. Sinclair frankly con-

fesses he did not feel able to write about after years of practical railroad life, and which he wrote about "with much humility," after devoting four months of special study to the subject. When a man with the mechanical ability of Mr. Sinclair is led to confess that years of practical experience had not given him a full knowledge of valve motion, it behooves some of us to "go a little slow" before we "set up to know it all," and it goes to prove that earnest study is needed to master the subject. While it may not be essential to enginemen to have this knowledge, it may prove to be a good accomplishment to them at a very unexpected time.

With all due respect for the opinions of Mr. Sinclair, I cannot concur in his expression that "A man may be a successful engineer and not know how the steam gets in and out of the cylinders," except it be qualified by the addition of these words: "but he would have been a greater success had he understood the mechanical principles which govern his machine," which, as I take it, is what Mr. Sinclair really means, for I see he does not recommend firemen to "go it blind," but urges the necessity of acquiring all the knowledge possible, to enable them to prove themselves master workmen in their calling. In order to do this they have to avail themselves of the experience of others, as left on the record in books and periodicals, of which we trust the back numbers of the MAGAZINE form no unimportant part, for many of the problems have been treated in an exhaustive manner from different points of view and experience.

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It is generally admitted by all that "causes produce effects," and if this is true it must also be true that "effects have causes," and while it appears to be also true that locomotives built at the same shops, from the same patterns, by the same mechanics, show a marked difference in their manner of working, there must be a cause somewhere to account for it, for otherwise they would be alike. We are not ready to accept the theory of a spirit being infused into our machines and making them smart or indolent, quick or slow, strong or weak, "as the spirit moves them," and hence we must look to material causes for the difference in behavior, which may be so slight as to easily escape notice, but which we believe must exist, and would, if discovered, account for what now seems a mystery.

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The following in relation to speed is copied from the *Railroad Employee*:

There are two men in the United States who have reason to feel as proud as any one in this world of ours, and they are the engineer who has made a run of two miles at the rate of 97 miles an hour, and Mr. Vaulain, the inventor of the locomotive capable of making such wonderful speed.

Henry Beck is engineer of No. 385, running on the C. R. R. of N. J., between New York and Philadelphia, a distance of 90 miles, on a schedule time of two hours, and he had already made a record of a mile in  $39\frac{1}{4}$  seconds. The day on which this and all the world's records were beaten was most unfavorable, it having rained in torrents up to an hour before the start, and a high wind blow-

ing all the time. No preparations were made for the test, the train, as usual, consisting of four cars—two day coaches, a Pullman and a combination car.

The fast time was made between Fanwood and Westfield, the first mile being in 37 seconds, and the second in 38 seconds, or two miles in 75 seconds, or at the rate of 97 miles an hour. Between Somerton and Parkland, a distance of five miles, was also made in 205 seconds, this being the world's record for five miles.

The engine making this phenomenal performance was built at the Baldwin Locomotive Works, under the direction of Mr. S. M. Vauclain, the inventor and superintendent of the works. It is a compound, weighing 123,800 pounds, tank capacity 3,500 gallons, with 78-inch driving wheels.

Mr. Henry Beck and his fireman, David Blake, have a perfect right to crow a little, but not strange to say, when you know engineers—they are as modest almost as if they ran a slow freight.

About the same time that Mr. Garaghty was writing about the difficulties in the way of attaining high speed, the above paragraph shows that others were proving that even our present locomotives and tracks were capable of a speed of nearly 100 miles per hour, and that 90 miles per hour has been accomplished during a five mile run, and as the engine did not fly to pieces or come to grief it was only a question of suitable track for a longer run at the same speed. The best proof is performance, and as we have reached 97 miles it is only a question of a short time until we shall reach and hold the 100 mark.

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### SOME QUESTIONS.

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MR. EDITOR:—I was recently asked by a fireman to explain to him, through the MAGAZINE, why it is that when an engine is running at full speed in forward motion and you put her in back motion, she continues to run forward? This is too simple to discuss, but I will say to him that it is due to "momental inertia." Of course the earth does not move, and, therefore, the engine has to. Here are some questions for firemen to answer; they are practical ones and of much benefit to firemen expecting promotion:

Why is it that the pin in the link saddle is not put in the centre, as the pin in the link block is?

Why is it that some times when you fill the lubricator, and allow it to stand awhile before using it, you find it has nearly emptied itself? Where does the oil go to and what is the cause of its disappearance?

If your engine should die out on the main line, and you had about twenty pounds of steam, injectors, tank valves and hose, air tight, could you fill her boiler without getting her hot or bailing up? Certainly you could, but how?

I am much pleased with the MAGAZINE, and wish it the largest measure of success for the new year.

*Thomas P. Knapp.*



## A QUESTION BOX.

MR. EDITOR:—I was much interested with Mr. Pray's excellent suggestion in the January MAGAZINE. By all means let us have a question box. As to the details of conducting such an institution let me suggest as follows:

Let those who desire information on any mechanical subject send their questions to the editor labeled "For the Question Box." Then let the editor make a sufficient number of copies of such questions so that one may be sent to each person from whom answers are desired, the editor to be the judge of this, and not the person asking the question. Then let the questions be sent to the persons whom the editor may select, by mail, and when the answers are received let them be published, in connection with the question, in the next succeeding issue of the MAGAZINE. It would seem to me a good plan that such matter be arranged under a standing caption, "The Question Box," and my plan would be to publish both questions and answers without signature, so that those who asked the questions could not know from whom the answers came, and those who answered could not know from whom the questions came. The matter could be arranged under the above caption something as follows:

"We have received the following for The Question Box:" Then would follow the questions numbered 1, 2, 3, etc. "To which the following answers have been received." Then would follow the answers to correspond with the questions.

By this plan perfect incognito would be preserved as to the contributors to "The Question Box," and there would be no excuse for the very natural diffidence which most persons feel towards having their identity known in connection with such matters. Again, a great deal of useless controversy would be avoided. It is very dampening to the ardor of an aspiring controversialist to be unable to take issue with even so vague a person as "X. Y. Z." or "P. D. Q." And again, many persons would be induced from the very novelty of the plan to ask questions which would lead to the publication of some valuable information. I feel quite certain that there are many firemen and engineers who do not ask questions because of the fear that their identity may be discovered and they be taunted by some of their fellows with foolishness.

Persons asking questions should confine themselves as far as possible to subjects of practical importance to enginemen, and avoid both unimportant and abstruse subjects. Of course it is not possible to strictly draw the line in such matters. What may seem important to one person will not be so to another, but persons of ordinary intelligence should be able to comprehend the fact that they should not occupy space with such questions as "What is an eccentric?" or "Is the fulcrum of a locomotive driving wheel on the rail or in the centre of the axle?" A plain and decisive answer to the former question may be found in any mechanical dictionary or engineer's handbook, and a decisive answer to the latter question may be found nowhere. Be-

sides, it is of not the slightest importance to the practical engineman where the fulcrum is. Whether it is on the rail or in the centre of the axle, the principles of successful locomotive engine running remain the same.

I believe a question box conducted after the manner of the general principles here outlined would be a valuable feature of our Mechanical Department, and as Mr. Pray has promised his valuable aid in the matter let us get it going as soon as possible.

*Wilfred P. Borland.*

### NOT ALWAYS BAD JUDGMENT.

MR. EDITOR:—While looking over the MAGAZINES for 1892, I noticed an article over the signature of "Vulcan," in which he charges the popping off of an engine to bad judgment on the part of the fireman. I am a fireman myself on the Philadelphia division of the B. & O. R. R., where we are hauling some of the fastest trains in this country. We use coke as fuel, and the method of firing it is to have the furnace full before starting; and I will say to "Vulcan" that the coke firemen on the B. & O. would be pleased as well as instructed, if he can inform them how to prevent an engine from popping, when standing at a station with a fire-box full of coke. We have trains whose schedule time is 54 miles an hour, and we find that having the engine hot and full of water at starting is half the battle.

In regard to Mr. Knapp's definition of an eccentric, in the December MAGAZINE, he is right so far as he goes. An eccentric is a circle within a circle, but every circle within a circle could not be called an eccentric. Mr. Knapp does not complete his definition when he says that an eccentric is a circle within a circle. By defining it in that way to a person who did not know what an eccentric was, he would be no more enlightened than before. He should add more to his definition so as to make it understood that the centre of one of the circles was some distance away from the centre of the other. Combustion's definition is correct.

Sinclair's definition is, that "an eccentric is a circular plate or disc, which is secured to the axle in such a position that it will turn round on an axis which is not in the centre of the disc."

Zwicker's definition is, that "an eccentric is a subterfuge for a crank. It is something out of centre." So you can see from the above that our experts on the locomotive, in defining an eccentric, have made a provision in regard to the position of the centres, and Mr. Knapp's definition would have been just as good if he had done likewise.

BALTIMORE, MD.

*Walter C. Garaghty.*

ANSWERING MR. KNAPP'S QUESTION.

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MR. EDITOR:—In the September, 1892, issue of the MAGAZINE Thos. P. Knapp asked, "What is an eccentric?" I did not think much of the matter more than to hope that some of his friends would, in kindness, hand him a Webster's Unabridged Dictionary, but, behold, he crops out again in the December issue. Mr. Webster states that "An eccentric is a wheel or disc having its centre outside of the common centre." Webster, our MAGAZINE and *Locomotive Engineering* are books that every fireman can obtain. When you used to help engineers you say that you "sawed wood and said nothing." Suppose you try that again until you come to something real hard, and can get no help from the above named authorities, and then we boys will try to help you out.

Your definition would better fit the axle or shaft than it would the eccentric.

HURON, S. D.

H. H. Freeman.

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CLINKERS.

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Keep on the right side of the head shack; he'll shovel down lots of coal if he thinks you're a nice fellow.

There are a few engineers left who are opposed to hollowing the valve-seats, but they are back numbers.

Don't go to sleep while you are taking signals; you're liable to fall out of the window and break your neck.

Keep your tools and oil cans wiped off clean; it tends to harmony of feeling between yourself and the engineer.

Don't let your engineer pick up an empty oil can; it makes him think cuss words whether he says them or not.

Don't get so interested in watching the pretty girls around stations that you can't take the signals; the engineer don't like that.

Don't sign the book for the call boy until after you get out of bed. Men have been known to get thirty days on the rocks for that.

The practice of judging of the state of your fire by the fog that rolls from the stack has gone out of date; don't cultivate the habit.

Don't guy that new brakeman because he just came in off the farm; he's liable to be general superintendent some day, and he might come back at you.

If the engineer tells you to get out and poke the sand down while the head shack is holding down the front end of your seat, tell him you ain't feeling well.

It is singular that no adequate punishment has yet been devised for the fiend who fires up engines in the round-house. The man who can fire up an engine without making a total wreck of everything in the cab has not yet been discovered.

A fireman, friend of mine, told me he had no use for a certain engineer; because he always got down to look her over whenever he pulled into a side-track to wait for a train, and after he got down he would come to the gangway and holler, "Charley, hand me down a monkey-wrench, a piece of waste, an oil can, a packing-wrench, the tank-bucket, the packing-knife, the squirt-can," and the trouble was he never wanted those things all at once, but one at a time, with intervals of about three bites of pie between each want.

I know a fireman, who is a splendid fellow, and enthusiastic to learn all he can about his business. He is stuck on a certain technical question pertaining to the operation of the air-brake, and it seems that no amount of oral explanation will make the point clear to him. I said to him: "Why don't you write out your question and send it to the Mechanical Department? I'll guarantee that somebody will make things clear to you." "Oh, no; I could never do that," said he. "Why, if the boys ever got on to it they'd guy me to death." I left him with the thought that, although he was, generally speaking, a very sensible fellow, he was in this instance remarkably foolish.

By the way, speaking about live stock, did you ever hear about that new breed of sheep that Hank Smith's father became interested in? Hank told me this himself, so I suppose it's all right. Hank's father owned a farm, way down in Vermont somewhere, and had a nice spring creek running through the back end of the place. Hank went home to visit the old gent one summer, after being away about twelve years and becoming a bold engineer in the interval. Hank walked down to the creek with the old gent one day and explained to him how, by putting a hydraulic ram at a certain point on the creek, he might supply his house, barn and stock sheds with pure, fresh water the year round. The old gent had never heard of a hydraulic ram before, but after Hank explained the thing to him, and told him about what it would cost, he decided to have one. Meeting the wise man of the neighborhood (there's always a wise man in every neighborhood) a few days after, the old gent told him how he had decided to put a hydraulic ram on the creek in that back pasture lot. "Now, see here, Smith," said the wise man, "have you ever had any experience with these hydraulic rams?" "No, I can't say that I have; but Hank told me about what one will cost, and I think it will pay for itself in less than a year." "Well, now," said the wise man, "you take my advice and don't have nothin' to do with the pesky critters; I've raised 'em and I know what I'm talkin' about. Their wool is coarse, they've got a small carcass and they are more subject to the hoof rot than any other breed you can get."

# WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER, INDIANAPOLIS, IND.

## CORPORAL PUNISHMENT.

The country has recently been stirred from center to circumference by the punishment inflicted upon Private Iams, during the reign of the military at Homestead, and there has been almost unanimous condemnation. It was admitted that he needed discipline for his offense, but public sentiment was opposed to the tying up by the thumbs. Efforts are frequently made to revive the whipping post for certain kinds of crime but there is a strong current of opposition to this sort of penalty. The discovery of the infliction of severe physical punishment in any of our penal or reformatory institutions, no matter what the provocation, arouses a storm of indignation. In our hospitals for the insane the old methods of physical torture, which in former times were thought necessary for the management of the patients, have been almost wholly abolished. In our public schools whipping is practically obsolete, and in most places is positively forbidden by the school board. We are outgrowing and getting away from the reign of brute strength, the domination of physical force.

The government exercised in the family is removed from the pressure of public sentiment and from any outside authority and interference. If a father or mother wishes to inflict corporal punishment on a child no one is permitted to question the right. In past generations this was the recognized mode of discipline. Children were whipped for the slightest misdemeanor, and that parent was supposed to be remiss in his duties who failed to use the rod with frequency and severity. But here, also, we see the influence of the new dispensation of justice and mercy. The principle of arbitration is recognized in the family circle. It will be noticed, as a rule, that the father who was brought up under the lash is the most sparing in its use on his own children. He remembers the intense hatred and revenge that he used to feel under the threshings of an angry parent, and he does not want his son to have such memories of him. There is many a man of mature years to-day whose heart is filled with unforgiving bitterness because of the cruel whippings he received in early life, which were out of all proportion to the offense.

A child has a keen sense of justice. He knows when he has done wrong and deserves punishment, and he knows equally well whether this punishment is given in a proper spirit by the parent and in such a degree as he merits. If he feels that it is administered in sorrow and not in anger, from a sense of duty and because the parent believes it will make him a better child, he will accept it in the right

spirit. If, however, he is beaten harder than one would beat a dog or a horse, by a parent insane from anger, he has murder in his heart toward that parent and he never entirely forgives him. I could relate many instances of this kind which have come under my own observation, although it is my blessed privilege never to remember a blow from either parent, and to have a child who can say the same. In my opinion it is never necessary to strike a child. To be obliged to do so shows that the parent is a failure. The argument is made that there are certain children who can not be governed in any other way. Perhaps this is true, but I never knew any of them. It may be that there are inherited traits of disposition that cannot be subdued in any way but by inflicting physical punishment. This simply shows that the fault lies in the parent.

Fathers and mothers lack self-control, they do not keep the whip-hand over themselves. They are irritable, high-tempered, nervous and impatient. They have not the poise and dignity which command respect. They spoil their children when young and do not teach them habits of obedience, and then, when they are older, the parents attempt by blows and harsh measures to do what should have been commenced almost at the birth of the child. Punishment is sometimes necessary, even with the best of children, but it need not take the form of whipping; they may be deprived of something they very much want, or be made to remain perfectly quiet while others are at play, or put to bed, or in many other ways be taught that if they do wrong they will have a penalty to pay. All of these things require great wisdom and self-control and perseverance on the part of parents. They must not be done one time and neglected the next. They demand a study of the child-nature and a constant watchfulness to learn which methods are successes and which are failures, so that there may be a guide for the future. As children grow older they must be taught to use their judgment and must be thoroughly drilled in the ethics of right and wrong, why some things are permissible and others are not. Especial pains should be taken also to encourage them in their efforts to do right and to reward them when they succeed. There is no responsibility in the world so great as that of rearing children, and fathers and mothers should put themselves through a rigid course of discipline in order that they may be capable and worthy of the sacred trust.

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## IN THE FUTURE.

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This month we clear up all the correspondence and every letter on hand is either published or its receipt editorially acknowledged. Our writers have now had two months' notice of the changes which will be made in this department. Hereafter they will be rigidly

adhered to and no exceptions made. No letter will be used which is not signed with the correct name of the writer for publication. This rule will not be broken even in the case of our most valued contributors. Those who may have sent matter before reading this can send a letter at once authorizing the use of their names if they wish them to appear. It will be held long enough for this to be done. We also wish, as far as possible, to discontinue the publication of letters and to substitute for them captioned articles. We feel that the *Magazine* has outgrown the rambling, familiar methods of letter writing, and we request our correspondents to select some one topic, write their opinions regarding it and place a suitable title over it. We are sure that our readers will approve these changes when they become accustomed to them and trust they will lend us their assistance in placing our *Magazine* at the very head of all the periodicals of this kind which are published.

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## CURRENT COMMENT.

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Notice is taken of women who have made a financial success in the coal business and the lumber business. There is no reason why they should not. A woman is considered perfectly competent to buy a load of coal or lay in the winter's supply for her family. Why, then, should she not turn around and sell this coal if she can do so at a profit? And, granted that she may engage in this one transaction, why may she not go into the business on a large scale? With the proper training there is no reason why women should not deal in lumber, or, in fact, engage in many occupations now monopolized by men.

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It has been about twenty-five years since women were admitted to the University of Michigan, it being among the first of the large colleges of the country to adopt co-education. There are now more than 500 girls in the various departments, about one-third of the entire number of students. The president and the faculty are unanimous in their indorsement of the principle of co-education, and they speak from a quarter of a century's experience and observation.

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A large number of girls' schools have classes for the study of parliamentary law, civil government and practical economy, under competent teachers. They are instructed also in the various laws in which the interests of women are especially involved, those relating to property, marriage, &c. It is advisable that women should understand these things, as, in Kentucky, for instance, and various

other states, all of her property becomes her husband's as soon as she is married, and may be taken at once to pay his debts or may be used by him in any manner he chooses, without her consent. In a number of states the wife's earnings belong to the husband and he may draw her wages and spend them as he pleases, no matter how much she may protest. In only four states do the children belong to the mother, and in New York, for example, the husband may dispose of them by will and they may be taken away from the mother forever. In some states the woman does not own the clothes she wears, but they are the property of the husband. In most of the states a married woman cannot sue a city or a corporation for an injury, such as a broken limb, but the husband brings suit for the loss of her services, and if damages are recovered he may put them in his own pocket. While women may not be able to change these statutes until they have the privilege of casting a ballot and making the laws, it is well that they should understand them and know what to expect.

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Henry H. Faxon, a prominent citizen of Massachusetts, sends a check for \$1,000 to the Woman's Christian Temperance Union to use in the cause of temperance. He advises them not to waste time in trying to reclaim drunkards, but to devote their time and money to teaching the young the blessings of total abstinence. There are many conscientious people who will agree with him, especially those who have had experience in the work. There is small hope of reclaiming a drunkard. The number who are permanently reformed is discouragingly small. It is possible, however, to educate a public sentiment which will not tolerate drunkenness, in fact this is now being done, and great good may be accomplished by training the youth to understand the terrible physical, mental and moral effects of intemperance. The strongest efforts in this direction, however, are likely to be overcome when the boy becomes a man and finds a saloon on every corner, with all its manifold temptations, flourishing with the sanction of the law. Again the woman, who is striving against this evil, is brought face to face with the absolute necessity of having some voice in the making of the laws. Without this, progress will continue to be slow.

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For a number of years two women have served most acceptably on the school board of New York. Their time having expired every effort was made by the various woman's organizations of that city to have them re-appointed. This Mayor Grant positively refused to do. He made no secret of the fact that this action was for political purposes. These appointments are a part of the patronage through which he and his associates hope to retain the party power, and there would be no advantage whatever in wasting these offices on women. The good of the schools which need the woman's influence is not to be considered for an instant when weighed in the balance with municipal politics.



An effort will be made at the present session of the New York legislature to amend the bill so as to postpone the time for holding the Constitutional Convention. The original bill provided for the appointment by the Governor of five delegates to represent the labor party, three to represent the Prohibitionists and three to represent the woman suffragists of the state, the rest to be elected by the districts. This bill passed the lower house but when it went to the senate the clause providing for the women delegates was struck out. Another effort will be made this winter to secure some representatives for the women of the state, who certainly are as much interested as the men in framing a constitution under which they must live. It is said Governor Flower favors their efforts.

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About ten thousand women have registered in Boston this year in order to exercise the school suffrage. This is a gain of four thousand over last year, although many of the newspapers continue to assert that the vote is steadily decreasing. The women have had to make three long trips, one to register, one to pay the necessary tax and one to get to the polls, and then could only vote for school trustees. How many men would take all that trouble just to express their preference for a School Board?

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## OUR CORRESPONDENTS.

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"Blanche and Belle" write from Chilhowie, Va., of the beauty of their state, and give some opinions on "kissing" which do not vary from those heretofore expressed in this department.—"Rose D.," of Monroe, La., makes some severe remarks on wives who do not think it worth while to dress and make themselves agreeable to their husbands, and writes of Christmas two months too late.—From Van Horn, Ia., "Annie" thinks we should be careful not to discourage and depress children by thoughtless remarks.—"Alicia" sends from East Las Vegas a description of a firemen's ball given last Thanksgiving.—Mrs. Mary H., of Cleveland, Ohio, criticises those wives who speak of their husbands' faults, which should always be carefully concealed.—"A Fireman's Wife" writes from Lesbia, Tenn., in praise of the Woman's Department.—"Nelsie," of Jackson, Tenn., writes glowing words of praise for the railroad boys.—Mrs. M., of Algiers, La., remembers our department with a short note.—"Vide" sends a letter from far-off Moose Jaw, N. W. T., describing her home and complimenting the B. of L. F.—In a letter from Kansas City, Mrs. F. J. expresses warm approval of the editorial entitled, "Why Do Not Women Defend Each Other?"

L. F. M. 5 Feb 93

## THE WRONGS OF A SEX.

I think that Claudia H. Howard's "The Unvarnished Truth" is a splendid article, and when I got through reading it I felt that I would like to shake hands with him. When I read "Friar Tuck's" contribution in the September MAGAZINE my feelings were just as Claudia H. Howard's must have been, judging by what he has written. How often have I heard men say to their wives, "You must not associate with such and such women," and yet when they meet these same women they will stand and chat with them, and it don't have to be on a back street, either. Then these women censure the wives of those men for their ill treatment of them, when it is all caused by their influence. Of all the scandalous stories I have heard I can't recall one that was originated by a woman. Women certainly do a good deal of talking, but the story was first started by a man.

I have heard men say that "women once down can not be redeemed." Of course they can't when men keep them down. A certain demi monde in this city, when asked if any of her class ever thought of reforming, said: "Why, yes. But what would be the use? We could go to the ends of the earth and would be getting along nicely when along would come some man who knew us and that would be the end; not that we would be any worse than he, but the world does not think so."

I think the latter part of Pebble's "Debts and Spot Cash" is very good, for railroad men are neither better nor worse than the average man, and their wives or sweethearts need not try to make us believe it, either. No doubt the wife of T. W. H. thinks he is a perfect man, but what other woman, after reading his article in the November MAGAZINE would think so? I sum him up as an overbearing, conceited and—in his own estimation—very important man; one which the world could not possibly get along without. Now if he would take a spelling book and dictionary and go off in some quiet corner by himself, and study them thoroughly before he attempts to write again, the compositors on the MAGAZINE would have an easier time of it.

Will that "superior being," T. W. H., please inform us how he pronounces "Suater?" I suppose he meant sweeter, but must not use my own judgment, as I am only a woman.

I think "Grace Darling's" letter very interesting. I wonder if I know her? I know the wives of a good many firemen.

I have nothing to say for No. 97, for if they haven't ambition enough to write for themselves no one ought to write for them.

LOS ANGELES, CAL.

*An Engineer's Wife.*

## BE BRIEF.

When you've got a thing to say,  
Say it! Don't take half a day,  
When your tale's got little in it,  
Crowd the whole thing in a minute!  
Life is short—a fleeting vapor—  
Don't you fill an eight-page paper  
With a tale which, at a pinch,  
Could be cornered in an inch!  
Boil her down until she simmers:  
Polish her until she glimmers  
When you've got a thing to say,  
Say it! Don't take half a day.

—*Texas White Ribbon.*

## A MOTHER'S REVERIE.

How can I cease to think of thee? Somewhere  
In the great world thou art to-day.  
I cannot reach thee with my tender care,  
Thou canst not hear the loving words I say.  
Somewhere thou art and hast need of me  
To help thee up life's steep incline.  
Someway I might be of aid to thee,  
Might help thee reach contentment's hills sublime.  
Somewhere thou art, be it far or near,  
Mid scenes of mirth or sombre gray,  
My brave boy, I think of thee, where e'er  
Thou art in this great busy world to-day.

—*Nora Bull.*

## CHAT FROM PHILLIPA.

What are you all fixing for Christmas? I hope the next MAGAZINE will be replete with "ideas" for Christmas "fixings." I have come to the conclusion that a Christmas tree affords the most pleasure of anything. I had my doubts, after fixing and making everything I could—with what I had to do with—for my little ones, whether it paid me or not for the time and labor I had expended on their tree. I thought not sometime after, as they did not take the care of things I thought they should. But hearing them talking over the "awful good time we had," one of them threw herself prostrate on the floor and weeping bitterly, said, "O, mamma, the lots of nice playthings you did fix for us, and then we did get take good care of them." So I think I will again make for them what I can, for I have always averred that when people wish to do better they should have the sympathy and help of those nearest and dearest.

Now, if you have a little mechanical ability, there is no end to the nice playthings you can make. I once had a complete outfit for keeping house made for my girls, except the cook-stove, and Xmas got along before the stove was made; but I may make one this year. I love carpenter work. Then there are the rag dolls and the paper dolls. If your purse is as near empty as ours generally is, make a good rag doll with a dough face, by putting pie crust dough on the head and bake it. If you are at all artistic you can make a very good looking face—then paint it—and if a good big one, it will delight the little maiden's heart as well as any other.

For the paper dolls, cut out a pretty face from some card, make a body of card board, dress it in fancy colored tissue paper or gauze, and you will be rewarded by a genuine exclamation of delight. If I should begin to tell you of all the pretty things I have made, it would take entirely too much space, so I will say to one and all, try to make the coming Christmas the happiest of all you have ever seen.

T. W. H., of Sanford, Fla., thinks "men had better let the wimen have ther clothes for a hundreds years and the men take thier place." Just try the exchange with your wife for, say, one little week, and if, at the end of that time, you are not ready to say, "here take your old petticoats, I want my pants," we have been much mistaken in our judgment of human nature. Of all occupations there is none more trying to the nerves than that of the average housekeeper.

"Belle," of Jackson, Mich., you are fortunate in having your husband read the MAGAZINE with you. I think anything read and discussed with another, is so much more pleasant than when read alone. I often read something I think is real funny, yet I feel silly to sit and read and laugh aloud about it, and the rest not know what I am laughing at. If it happens to be anything the children can understand, I am all right. I like so much to read politics, while my husband cares nothing for it. I asked him last evening to let me read to him what Mr. Debs had to say about Reid, but he said, "O, I have been so stuffed full of Reid, this fall that I don't want to even hear tell of him again."

Mabel, put in a little more seeds of virtue, and a little more common sense, wisdom and experience, and I think your cake will be more palatable.

Yes, "See Em," we know all about the terrible wind and dust storms, and the prosy side of life in western Kansas, though it has a vein of poetry after all.

The long wished success of the MAGAZINE must have come, by the feast we have received this month. I will close by wishing that the present prosperity may continue.

GOODLAND, KAS.

Phillipa.

[Have you read the MAGAZINE all these years and not learned that articles do not appear for two months after they are written? Your Christmas suggestions are good and we use them, although late. You will have to sign your name hereafter.—Ed.]

# THE MAGAZINE.

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W. N. GATES . . . . . Advertising Agent

FEBRUARY, 1893.

## PROMOTION OF FIREMEN AND HIRING ENGINEERS.

The MAGAZINE is not required to devote space in stating that the promotion of firemen and the hiring of engineers is a proposition fruitful of vexatious controversies on all the railroads of the country, particularly those where the membership of the two great orders work under contracts with the railroad officials.

It has been the ambition of the MAGAZINE under its present editorial management to secure harmonious relations between the two brotherhoods, the B. of L. E. and the B. of L. F., upon all matters touching mutual interests. Nor have we been deflected from our purpose by the frequent exhibitions of obtuseness on the part of those who were elected to fill high positions, because it was believed they were capable of comprehending special needs of those who placed confidence in their ability to see and advocate the right. And notwithstanding the bigotry and stupidity of officials who demonstrated their total unfitness to discuss any question in a broad and liberal spirit, notwithstanding their doltish jealousy and pigish policy, this MAGAZINE, animated by higher motives, has sought ceaselessly to bring about amicable relations between the membership of the two great brotherhoods.

The question now to be discussed is probably as delicate as any one that could be suggested, and if our views in the matter should be adopted and acted upon by the members of the B. of L. F. would be required to make all of the concessions and sacrifices, nothing of the kind being required of the B. of L. E.

There must be in this connection the  *frankest* and the clearest statements possible regarding the situation. No sophisms, no begging the question, no circumlocution nor jugglery of words can be tolerated. If firemen are to make concessions and sacrifices for the benefit of engineers they have a right to demand and to clearly understand the reason why.

It so happens that there are, say, 4,000 engineers in the country who are idle and want employment in their chosen calling. We do not know that there are that number, nor have we any authentic information as to how many engineers are out of employment. We say 4,000—any other number would answer our purpose quite as well—but there are a large number of engineers seeking employment as engineers. These engineers, in the main, have been promoted from the ranks of firemen. Whether or not they have forgotten the fact need not here be conjectured. They were once firemen. They were promoted. They are now engineers. There is, as a general proposition, no more promotion for them. They are idle and want employment. We state the fact squarely. We know whereof we write.

How stands the case with the firemen? They are firing locomotives, learning the business at about half the pay engineers obtain, and this they are doing to *secure* promotion. Their ambition is not only natural but eminently laudable. They look out for themselves. They are, like engineers, engaged in the battle of life. They work and wait, often requiring many years to secure the coveted prize. These firemen, on numerous roads where they have contracts or schedules, stipulate that when an engineer is wanted that a fireman shall be promoted and not hired from the ranks of idle engineers. They are looking out for themselves, and we ask, what is more rational or logical? On the face of the policy it has the appearance of human wisdom. It is not intrigue. There is nothing in it bearing the impress of plot or stratagem. It is simply, and as they believe, wisely looking out for their own interests in an entirely legitimate way. We do not believe that in the nature of things the action of firemen as we have pointed it out relating to promotion and against hiring engineers, can be successfully combatted. If, therefore, the policy of the firemen is objectionable, the reason for it must be sought for elsewhere—in ultimate outcomes. Let us dispassionately discuss this phase of the subject.

For firemen to insist upon the demand that when a railroad needs engineers it should promote firemen, as we have said, is natural and logical. Seemingly it combines right and reason in an alliance in the highest degree commendable, and if objectionable, if it ultimates against the interests of

firemen the fact should be so lucidly pointed out as to command attention.

We have said there are now 4,000 idle engineers seeking employment. It is not required to say why they are idle. These men, in seeking for work, are met by contracts between railroad officials and firemen stipulating that when an engineer is wanted a fireman *must be promoted and not hired from the ranks of idle engineers.*

It is, as we have said, a case in which firemen are looking out for their own interests, and it is just here that the question arises, is this the wisest policy for firemen to pursue?

The constant promotion of firemen to the ranks of engineers is one of the reasons why there are so many idle engineers, why the supply of engineers is greater than the demand, a fact which a moment's cool reflection will serve to show firemen is in conflict with their interests.

Take a case. We like to reason from *units* because the facts apply to *tens* and *hundreds*. A. serves, we will say, five years as a fireman, and is promoted to be an engineer. He has reached the coveted goal and his ambition is satisfied. He serves at the throttle for one year and then, for some cause, loses his place. He then enters the ranks of the idle engineers, he swells their number, making employment more and ever more doubtful. At this juncture A. tries to secure employment as an engineer. He served five years as a fireman and one year as an engineer, but is met by the firemen's policy, which as a fireman he advocated, that "when an engineer is wanted a fireman is promoted." Necessarily A.'s fate is fixed. He can not be hired as an engineer. What is left for him? This. He can again enter the ranks of firemen, work another five years with pick and scoop and take his chances for promotion and another discharge. This theory, it is seen, works in a circle. It is round and round in the same treadmill of work, promotion, discharge, and the resumption of places at the bottom to work up again to the top.

In this, we ask, if it does not appear that a wiser policy could be inaugurated so that a fireman, once promoted, may feel an assurance that in case of losing his place, he shall not be required to serve another five years at firing to become an engineer?

The whole argument centers, finally, in the proposition we have submitted. And here the question of compromise arises, and let it be said, if mere selfishness is to prevail, the compromise is specifically in the interest of the firemen in its ultimate results, since, taking the case of A. in our illustrations, if the policy could be introduced of hiring engineers under certain stipulations, he might be reinstated to the throttle without being required to serve another apprenticeship as a fireman.

This brings us to the consideration of the compromise suggested. What should be its nature and scope? It presents to our mind no very great difficulty.

Take any railroad, or system, where firemen have a contract, that, when an engineer is wanted, a fireman shall be promoted, and modify it to the extent, that when an engineer is wanted on the road, promotion and hiring shall be reciprocal—first, the promotion of a fireman; second, the hiring of an engineer. By this arrangement two exceedingly valuable results are secured—first, the reduction of the number of idle engineers; and second, the large probability of enabling a man, once an engineer, to secure employment without being remanded by circumstances, to again go through the drudgery of an apprenticeship as a fireman.

On the part of the firemen, it is the surrender of the right of immediate promotion, that they may grasp more firmly the position of engineer, when they are promoted. It is a case of ultimate security of position, as against prompt promotion with the chances of being found in the ranks of idle engineers, with scarcely a chance to secure employment as engineers.

It is a fact that should be stated, that as a general proposition, railroad officials are favorably inclined to multiply the number of idle engineers, as they find them exceedingly handy in case of trouble, when they can be utilized by taking the places of men who seek to obtain and maintain their rights against aggression and oppression, which too often has been a feature of railroad employment.

As we have said, there are a large number of engineers and firemen throughout the country, members of their respective orders, out of employment. The question arises, how can assistance best be rendered to these men by their orders?

We suggest that the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen, each, at their grand lodge headquarters, establish what may be termed a Registering Bureau, for the purpose of recording the names of all members who are out of employment. This could easily be accomplished by requiring every lodge of the respective orders to send forward the names and addresses of such idle men.

In this connection it should further be required of the various lodges to notify the grand lodges when there are opportunities for employment—the promotion of firemen or the hiring of engineers—and upon such information, prompt action could be taken by the grand lodges of the respective orders to promptly meet the demand and fill the vacancy or meet such requirements as the emergency demanded.

Manifestly, some arrangement should be made to solve one of the most difficult prob-

lems that now confronts firemen and engineers, in matters we have pointed out, and as the subject challenges discussion, it will be well for the thinkers in the ranks of engineers and firemen to give it their consideration. The course we have suggested is in the line of concession and compromise on the part of firemen, looking to the ultimate and permanent good of all concerned. It is in the line of fraternity and good will, which we believe would result beneficially in many ways to all concerned.

### SOUVENIR PROGRAMMES AND THE FRAUDS PERPETRATED UNDER COVER OF THEM.

We have in previous issues of the MAGAZINE alluded to the "Souvenir Program Fraud," but it seems that the discreditable business is not yet entirely stamped out, and that in various localities certain conscienceless scamps are able to use the name of the brotherhood in pursuing their praxies.

That the readers of the MAGAZINE may be put in possession of all the facts in this disreputable business, we insert here the letter of W. N. Gates, Esq., sole agent of the advertising department of the MAGAZINE:

*Firemen's Magazine, Eugene F. Debs, Esq., Manager and Editor:*

"DEAR SIR:—I write to call your attention again to the queries as well as complaints I am again receiving from advertisers and friends of the brotherhood, as regards the most urgent demands made upon them for account of advertising in a said "Souvenir Programme," to published for the Cincinnati Annual Convention, and alleged to be in the sole interest of your brotherhood, to help "defray expenses," &c. I suppose it is needless to ask if it does, for of all the "souvenir programmes" gotten out in the interest of the railroad brotherhoods during my connection with them for twelve years past, I have never yet found that the brotherhoods got anything out of them but *condemnation*. In my travels over the country, in soliciting advertising, I am constantly met with the rebuttal argument, that the advertiser cannot afford to do anything for the FIREMEN'S MAGAZINE, as they have spent so much money taking ads. in "Souvenirs," "Local Lodge Programmes," or "Ball Tickets." I have constantly correspondence thrust at me soliciting the ad., &c., for the benefit of a "Convention," "Union Meeting, or "Ball Expenses," or for some "Sick Fund." So great and general have these solicitations become that I find now among the victims of these schemes, strong prejudice growing against the brotherhoods, some advertisers calling the members a "lot of mendicants," &c., that cannot save money enough to defray the legitimate expenses of their conventions and ask them to patronize something that has *no merit*, but *do, only in the light of a "contribution."* You will remember the Baldwin Locomotive Works gave us their card only on the condition that the grand officers would furnish them a letter that they did not endorse these schemes; so great had become their importunities and drains upon them, that Mr. Converse, of the company, told me he would gladly double the advertisement could he rid himself of this annoyance. He had ordered some of these solicitors out of his office recently, because they had threatened to prejudice the "boys" against their trade if they did not patronize their programme. I could cite many similar cases, and can furnish an unlimited amount of this testimony, if you desired the same, from those who have been persecuted, and say they will *not patronize the official organ* until this nuisance has been abated. Its friends will, of course,

say I speak adversely because it hurts my advertising. I admit this, without qualification, but as I get my pay for the services rendered only out of *contracts obtained*, it is plain to see it is to our mutual advantage to remove that which takes support from the MAGAZINE. I could make a far better showing and the MAGAZINE's revenue would be largely augmented were it not for the great opposition and prejudice engendered by these outside schemes purporting to come from the brotherhood. I have found, in some cases, many unscrupulous advertising solicitors have leased the "right" to these publications from the entertainment committee, and empowered with letters of authority from said committee, have resorted to every argument and even attempted coercion to get this advertising. Undoubtedly the committee did not know, and never has known, how the good name of the brotherhood has oftentimes been besmirched by these unscrupulous solicitors, that carry their office in their hats, and have nothing at stake but *profit*, yet are *ouched for* by the brotherhood. I can go into details upon any point you may raise, but in the meantime trust you will take pains to investigate this matter before the substantial friends and sympathizers of your brotherhood have been turned against you for reasons of such gross imposition.

Yours very truly,

W. N. GATES, Manager Advertising.

The foregoing letter points out how the "Souvenir Program" swindle creates distrust in the minds of honest men, who are disposed to avail themselves of the pages of the MAGAZINE for legitimate advertising, and how imperative is the demand upon the Brotherhood to do whatever lies in its power to put an end to the rascality practiced in the name of the order.

The Grand Secretary and Treasurer in his report to the Cincinnati convention, gave the delegates to that convention, the required information to enable them to comprehend the rascality of the "Souvenir Program" business. He said:

"Two years ago, on the occasion of our San Francisco convention, the contract for supplying the "Souvenir Program" was awarded by the local committee to a New York shark, who, representing himself as the authorized agent of the brotherhood, extorted thousands of dollars from railroad companies, supply firms, manufacturers and all classes of business men, they having the impression that they were contributing to the support of the order, in consideration of which the scoundrel agreed to insert their advertisement in the "Official Souvenir Program," which it was falsely alleged was to have a fabulous circulation. What was the outcome of the scandalous scheme? The program, so far as the grand lodge has any definite knowledge, was not even printed, or if it was printed, not a copy of it could be procured by the grand officers, and only a sufficient number were printed to supply each advertiser with one copy so as to enable the pirate to make his collection. Of course the outrageous proceeding leaked out and the chagrin, disgust and indignation of the fleeced subscribers may be imagined. Scores of indignant complaints and protests were received by the grand lodge, and it was months before the scandal could be explained away and it is doubtful if even at this late day the stigma has been entirely removed from the good name of the brotherhood.

When the B. of L. E. held their convention at Pittsburg recently they had, I am reliably informed, a similar "Souvenir Program" experience. The sum of \$10,000 was collected in the same manner, which amount was as certainly stolen from the subscribers as if they had been held up on the highway at the point of a pistol.

At almost every union meeting the "Souvenir Program" racket is worked to prey upon manufacturers and merchants. In a thousand different forms is this blackmailing, as I unhesitatingly pro-

nounce it, carried forward by designing persons, for the most part representing themselves as the authorized agents of organized labor.

If the proprietors and managers of these enterprises are disposed to advertise in the MAGAZINE, as many of them are, the revenue goes into the general fund of the order and all members are benefited thereby. We give value received in publishing a superior MAGAZINE which has a continental circulation. The transaction is fair to both parties. There is no element of fraud or beggary about it. The dignity of the order is in no way compromised. On the other hand, the "Program" sharks appropriate all the money to their own use, and as a rule to which there are but few exceptions, swindle their patrons and fasten the stigma of the outrage upon the brotherhood. Shame on such scandalous outrages, and let us put a stop to them once and forever by passing a measure prohibiting absolutely any committee or other person from using the name of the Brotherhood directly or indirectly in any transaction whatever involving the collection of money for advertising purposes, except such as are provided by the laws of the organization.

Unless this is done all reputable advertisers will withdraw their patronage from the MAGAZINE and the fair name of the brotherhood will be smirched with fraud and imposition.

So far as I am personally concerned, I confess to a feeling of abhorrence for every species of mendicancy and beggary on the part of organized workmen, whether it be by the forced sale of ball tickets, excursion tickets, tickets for raffles or for any purpose whatsoever. I think a certain degree of humiliation as well as vulgar audacity attaches to an organization that practices such impositions. Let us stop passing the hat. Let us put our hats on our heads and keep them there and not doff them except in the presence of men who doff their hats to us. We are not beggars and we are not paupers, nor are we to be considered a charge upon the community. If we must beg alms let us change our title and be known as a brotherhood of beggars.

I am impelled to call your attention to another matter of abuse, which, in my opinion, cries loudly for correction. Lodges in cities in which our conventions are held, from motives of pride in the order, desirous of eclipsing all previous conventions in point of display, require large sums of money to meet the extravagant arrangements. To raise this money every conceivable form of beggary and extortion has been practiced. What has been the result? Innumerable bills that could not be paid, bankrupt lodges, and an interminable row between the lodges and committees, as to the proportion of the deficiency each should pay. Let us have done with such sham and such nonsense. The cheap effects of extravagant display do the order no good. Locomotive firemen are not rich. A convention is not a dress parade for dukes and duchesses to display their feathers. A convention of labor representatives ought, in my opinion, to be stripped of all gewgaws, all pomp and all extravagant ceremony. A labor convention from first to last is, or should be, a business convention, and conducted upon rigid business principles. When the gavel sounds the final adjournment, relief and rest and pleasure may be had to the heart's content. Let no expense be incurred except for business purposes.

It is my earnest hope that these matters may receive your earnest consideration and that such action may be taken as will correct the abuses I have briefly outlined.

The "souvenir program" business, in so far as we are advised, is in every instance, more or less a fake without a redeeming feature. It is conceived in fraud—there is never a purpose to deal fairly with advertisers, and by using the name of the brotherhood, it becomes conspicuously identified with the contemplated scoundrellism. Nor is this all, the "souvenir programme" in every instance, places the brotherhood be-

fore the community as a mendicant, a vulgar beggar, an Oliver Twist, everywhere extending its hand for contributions, that it may live. If it were true that the brotherhood is thus unable to exist without playing the part of Italian lazzaroni, then it ought to disband, but it is not true, and therefore the souvenir programme mendicancy is a shameful stigma upon the good name and fair name of the order. It has got to such a pass at last, that lodges of the order, in numerous instances when they want to have a ball, the "souvenir programme" fraud is trotted out for the purpose of bleeding business men. As we write we have on our table one of these ball "souvenir programme" propositions, asking for advertisements, at \$50.00, \$25.00 and \$15.00 per page, half page and quarter page, stipulating that a circulation of 5,000 copies will be printed—as also an advertising blank contract. The swindle is reduced to a regular system, and is practiced with the intent to rob those who are caught by the trick.

Advertisers, in numerous instances, in various ways, by adroit manipulation of the "souvenir programme" cheat, are able to use the lodge for their own profit, but in every instance the reputation of the brotherhood for fair and honorable dealing, suffers and often most grievously.

What is wanted, and imperatively demanded is to effectually stamp out the "souvenir programme" fraud, and as soon as possible, let honest business men know, that the Brotherhood of Locomotive Firemen repudiates the whole business, and this MAGAZINE will in future do all that lies in its power to expose such base frauds. And we call upon the lodges to aid us in this important work of rescuing the character of the brotherhood from the foul blot which has been placed upon its escutcheon.

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MESSRS. SINCLAIR & HILL have gotten up, without regard to expense, a calendar for 1893. It is highly embellished, and on the second page gives a wheel outline of "the different breeds" of locomotives, as follows: 8 wheeler, Mogul; 10 wheeler, Consolidation; 12 wheeler, Decapods and Forney, and as the months go by, the eye is tickled with other pictures of many things beautiful and true and good, to say nothing of the fact that the days of the week and month are arranged for easy reference, so that when a fireman asks, "where am I at?" the calendar will tell his latitude and longitude to a dot. This artistic calendar has been placed in easy reach of every fireman, who can get it by sending for it to Messrs. Sinclair & Hill, No. 5 Beekman street, New York. Our advice is, send and get one. It will be found a pleasant companion in the cab, round house and parlor, and is warranted to keep 12 months.

Messrs. Angus Sinclair and John A. Hill, in running *Locomotive Engineering*, mean business with a big B, and the January issue of the great publication, to use a phrase for all it means, is a DANDY. The MAGAZINE cannot do better than to let Messrs. Sinclair & Hill be heard upon the subject through its columns. Referring to "our birthday" they say:

Five years ago this month the first *Locomotive Engineering*, *nee Locomotive Engineer*, was issued. It was a little 16-page, 3-column infant, but it yelled lustily, and—most important of all—lived.

Its editorial policy was unlike most other papers in the field, and its aim was more to interest and instruct the rank and file in the railway motive-power and rolling-stock departments than to cater entirely to those high on the ladder.

This policy has done enough good to make the paper the favorite one among progressive railroad men high and low, has increased the page to 4 columns, the number of pages from 16 to 48, and the monthly mail-bag from a few hundred pounds to more than five tons.

As we do not blow our own horn in the reading pages but this once a year, we may be excused for having our little New Year's say and feeling good because there are plums in our birthday cake and peanut candy on the frosting.

Last year the great enlargement of the journal and the doubling of the subscription price was going to ruin the paper—so we were told.

But the *Locomotive Engineering* nurses had experience, and felt assured that the railroad men of this country would not drop a good paper because it had been made twice as good—and charged for accordingly.

This year the report of our old club-raisers from far and near are that they will increase their lists, and from every part of the country come applications for permission to get subscribers—the circulation is assured.

Advertisers know a good thing when they see it, and the doctrine that a big circulation is a bad thing for advertisers is not making converts to any alarming extent.

During the year we have spent a great deal of time and money to make the paper interesting and instructive, and for the next year propose to fill its pages with such matter as will confirm and, well, sort of "rub in" the words on the seal of public approval—"Most Interesting Railway Paper Published."

*Locomotive Engineering* starts out on her sixth year with new head, new dress, new ideas and new courage. She sends a greeting to one and all, old friends and new, and wishes them a Happy New Year.

The January *Locomotive Engineering* is a book of 48 pages 15½x10½, and from cover to cover, or from "start to finish," is something in the nature of an encyclopedia—and its twelve numbers for 1893, bound, would make a volume of vast value to firemen and engineers particularly, as also to any employee engaged in railroad train service.

We have taken occasion frequently to call the attention of our readers to the excellencies of *Locomotive Engineering*, and have staked our judgment on the declaration that every fireman in the great brotherhood should be a subscriber for his own special benefit. In what we have said of its sterling qualities, we were far within the boundaries of its merits, and we can therefore repeat our admiration and appeal to firemen to subscribe for it, in the full assurance by so doing they will feel obliged to the MAGAZINE

for the wisdom and prudence of its unqualified indorsement.

Graham's Reporter's List, Andrew J. Graham, 744 Broadway, New York, is one of the standard photographic series of books, published by one of the oldest of living practical shorthand reporters, who has for nearly forty years given the benefits of his perception and analysis of this beautiful art to the young and old who are now or have been learners or practitioners of the science of shorthand, whether for pleasure or profit. This book deals with the advanced style of the "Corresponding Style" to some extent, but leads up to the "Reporting Style" in its most beautiful and clearly read brevity of sign words, for in standard phonography brevity is the conspicuous trait, and it is hard to say which should have the precedence, brevity or certainty of reading.

This book is the result of fourteen years of patient effort in placing in the clearest possible way for reference all the possible words from the same root or stem, and position is in all cases made the standard, and the words in the Reporter's List are in all cases closely related in all respects to the works that precede this one as well as the dictionary, which is the "granddaddy" of the series, and if a student has in a desultory way taken up one of Graham's books and commenced anywhere, he or she will be led on and upwards, systematically in a forward direction, instead of turning and twisting through "changes," "improvements" and a maze of unsettled problems. Graham is concise, uses analogy in his work and reasoning, is carefully explicit and tells why ~~not~~ to do a thing, and the reason why, as well as to do it, and why!

This book is 12 mo., cloth, pp. xlii., pp. 1000, filled with the phrases, word signs, and contractions, all grouped under the stem sign, beautifully engraved, and with a pure margin around each page, then follows 107 pp. notes on the 1000 pages, and an index from which any word or set of signs or phrases can be had at a glance. There are other books to which and from which all references are made or had to and from this. The Standard Phonograph Dictionary is the largest and final resort. There are several Readers and a Hand Book, all of which are, to use a mechanical expression, "interchangeable," and reference either way is clearly put, all agreeing with each other. There is a system in all its completeness, and it seems to be a book that any student or advanced reporter should have to refer to to perfect their study of the art. Price not given. Address author and publisher, Andrew J. Graham, 744 Broadway, New York.

No. 1 VOL. I, of *Link and Pin*, published at Denison, Texas, under the editorial management of H. F. Miller, is on our table. In his salutatory, editor Miller says:

The paper is designed for and published in the interests of union workingmen, leaning, particularly, as its name indicates, to the side of the railway employee; but it is also the willing champion of all honest, union workingmen of whatever vocation, for, being union men ourselves, it stands as a matter of course that the union man is our friend. We consider it a duty, and one that we will faithfully endeavor to perform, to encourage all non-union workmen (those who have never been members of or experienced the benefits to be derived from labor unions) to become one of us, that we may extend to him the right hand of fellowship, and brotherly love.

The foregoing has the right ring. There is still room for link and pin, pick and scoop, punch, throttle, switch and brake literature, and we welcome the *Link and Pin*, as a comrade, to do battle for the great army of toilers and wish it the most gratifying success.



## THE DEATH OF THE NOMS DE PLUME.

The Lord have mercy on their souls!  
 The last of life they've seen,  
 They scorched us off like burning coals  
 Here in the MAGAZINE;  
 The masks are off them now, thank heaven,  
 And right before our gaze,  
 We'll view the crowds with whom we've striven  
 Concealed in other days.

The breastworks which have hid them long  
 Have all been knocked as flat  
 As Paddy Murphy's random tongue,  
 Or my last summer's hat;  
 And right before observing eyes  
 They now must take their stand,  
 Bereft of garments of disguise,  
 Unmasked on every hand.

I wonder how they'll all appear?  
 Say, "Switch," you needn't mind,  
 You've writ some choice productions here,  
 The mask you'll drop resigned;  
 And "Friar Tuck" must doff his cowl  
 Before our steadfast gaze,  
 The "Friar" dearly loved to growl  
 Concealed in by gone days.

Come, "Slashbar," "Hook" and "Scoop" and such,  
 And "Tallow Pot" and more,  
 Whose necks we'd dearly love to clutch  
 Full many a time of yore,  
 We'll welcome you bereft of masks  
 Before us for review,  
 Because we've had some tough old tasks  
 In windmill wars with you.

The ladies—bless their darling hearts—  
 They'll also have a chance  
 To drop their masquerading parts  
 Until we'll get a glance  
 Of who they are, and what they are,  
 And how they stand their ground,  
 If rivals do their faces mar  
 In many a future round.

If Shandy still survives, you know,  
 It gives him no disguise,  
 He's often stood full many a blow,  
 Right straight between the eyes,  
 From hidden foes, who fiercely struck  
 With hot, malicious spleen;  
 Hereafter we'll all observe their pluck  
 Here in the MAGAZINE.

*Shandy Maguire.*

## CLASS ORGANIZATIONS.

MR. EDITOR:—Four months having intervened since the close of the Cincinnati convention, time and distance having obliterated feelings which events therein occurring had given rise to, and I can now look back with calm, unruffled temper and view these incidents with the eye of calm impartiality.

There was a narrow class, or craft, prejudice, like a strong undercurrent, running through the thoughts of a very large number of delegates, which came to the surface on two or three occasions and almost mustered strength enough to control the convention and dominate the future policy of the order. It was that firemen alone should hold office and rule over firemen, and that none but firemen should be given positions of trust or emolument within the brotherhood. As it was the first time I had encountered this sentiment I felt somewhat nettled, and considered it bigoted, brutal and ungrateful. "What!" thought I, "are

the men who helped build up this grand brotherhood, stood by its cradle, shaped its thought, and guided its tottering footsteps along the pathway of wisdom and prudence to stability and prosperity, who made it possible to have a living brotherhood for these callow youths to become members of, are these old pioneers who have clung to the order through all these years, endured persecution, ostracism, abuse and misrepresentation for its sake, to be now thrust aside and told that they are no longer wanted, because they have advanced beyond the positions of firemen?" And I felt sore, sad and resentful. But is not this sentiment logical in a class union? Is it not consistent? I now believe that it is, and with the dawn of that belief my sadness and resentfulness have vanished like mists before the morning sun. If we are to have class organizations representing the different branches of railway service, let us have them strictly class. It is but just that an organization, claiming to protect and promote the interests of firemen, to govern their relations to their employers, regulate their wages and conditions of service, specify methods of promotion and qualifications necessary thereto, should be composed of firemen, and governed by firemen for firemen. In a strictly class organization, it appears to me, to be out of place for any others than those actually engaged in the calling represented, to belong thereto, or have a voice or vote in its management. Engineers, conductors, brakemen, switchmen, machinists, printers, clerks, business men, etc., should not be permitted to legislate for firemen. Firemen or others should not legislate for engineers, conductors for brakemen, nor brakemen for conductors.

As each branch of the service has an organization of its own for the express purpose of looking after its own peculiar interests, it should be free from intermeddling by men in other branches of the service and left to "mind its own business."

Class organizations, from the very nature of their composition, are necessarily narrow and selfish. They are but a short step in advance of the old individualistic idea, where each person was free to rustle for himself, and the devil take his neighbor. Instead of a single person, we have a combination of persons banded together to get the best of everything for themselves in their particular line of service, regardless of the effect such action may have on their neighbors. Two of these organizations may advance along parallel lines to a definite point without friction. At that point their lines converge and their interests clash; here the old spirit of selfishness that ruled the individual comes in to rule the union, and each tries to get the best of the other. Instead of individual selfishness, we have

organized selfishness, and justice and reason weep at the spectacle presented.

Is it necessary to cite instances and illustrate this idea? Kind reader, study the relations existing between the Brotherhood of Engineers and the Brotherhood of Firemen, or between the brakemen and the conductors. Take an instance where one of the brotherhoods is forced into a conflict with a corporation, and note the position assumed by the others. It will remind you somewhat of the philosophy of the Nevada gambler, who said "he didn't give a damn what happened so long as it didn't happen to him."

The engineer, realizing that there are a surplus of engineers in the country, and that the surplus is being daily augmented with an alarming rapidity that threatens the permanency of his position and the standard of wages, is frantically endeavoring to stop promotions. The fireman, young, intelligent, pushing, energetic and ambitious, anxious to advance and escape the meagre pay and wearying toll of his occupation, cares nothing for the engineer he is to crowd off at the top, and sees in the opposition to his promotion but a blinded prejudice, or spiteful desire to check his laudable aspirations.

The brakeman, wholly oblivious of the man who has grown gray in the service, and through years of hard work has, by bitter experience, qualified himself to fill the position of conductor, goes ahead and makes a contract with his company that all conductors must be promoted from brakemen, promotions to be governed by strict seniority.

While we are thus industriously engaged in cutting each others throats, our friends, the enemy, are actively encouraging us to continue on the same lines. Chauncey M. Depew tells the engineers they are the *creme de la creme* of the working people, while his hand is on the throat of the switchmen, and the poor fools hug the flattering unctious to their souls that he is sincere and they are really made of finer clay. Perkins, of the "Q," persuaded the conductors that the engineers were getting part of their pay, and that the conductor was an official to whom the engineer, the rascal, should be subordinate, and the conductors prove "loyal" to the company.

The brakemen on the Northwestern are purchased and cajoled by a corrupt cabal of grand officers, to supplant the switchmen, and are "sustained" by their order. Czar McLeod allows his slaves to pick up a few crumbs on his system, and P. M. Arthur rushes into print to proclaim him a benefactor and a friend of labor.

While all this is going on, the lynx-eyed agents of the great corporations are scouring the marts of Europe, and gathering together hordes of ignorant immigrants and

shipping them to this country to glut the labor market and minimize the work of the trade union.

Politics are tabooed in our class lodge rooms, and the great majority remain in utter ignorance of the far reaching influence of the legislation that is being enacted by the paid attorneys of the corporations, whom their votes have elected to office.

What is to be the end of all this, and how are we to improve on our present methods of organization?

By federation? Federation would certainly be a vast improvement, and, no doubt, accomplish great good. Still, I do not consider it capable of rendering the stable, harmonious and beneficial results which one general organization of railway employes would secure for us. I believe, as long as class organizations are conducted as at present, federating them would only prolong the deplorable conditions to which they have given birth.

In the labor world we are governed by the same general law that influences progress along all lines of development, viz: the law of evolution. The individual has had his day, and a hard and bitter one it was, too. Next the class unions. These no longer meeting all the requirements of changing conditions, must give way to a better system in consonance with the expanding desires and liberal ideas of the new day. What that system shall be, the future alone must determine.

T. P. O'Rourke.

POCATELLO, IDAHO, December, 1892.

In the list of dealers who purchased goods from the Rochester Combine, recently published in the MAGAZINE, appeared the name of Mr. Isaac Wolff, of Chicago. We are now informed by Mr. James Hughes, of the Garment Fitters' Association, that Mr. Wolff, upon being informed of the trouble between the Combine and their employes, immediately withdrew his patronage from that quarter and gave assurance of his sympathy with the employes, declaring that he would purchase no goods from any firm or company that was not on friendly terms with its employes. In this Mr. Wolff has taken a manly stand, and it is only right that he should have the benefit of this statement, to the end that he may enjoy his share of the patronage of organized workmen.

We are in receipt of a pamphlet from The Westinghouse Air Brake Co., Pittsburg, Pa., giving full descriptions of the improved air brake apparatus, manufactured by that company, and containing numerous drawings of the brake, which must be of great service to engineers and firemen, since the instructions for handling the brake, aided by the diagrams, vastly simplifies the management of the appliance.

## FIREMEN'S RIGHTS.

MR. EDITOR:—I wish to say a few words in reply to one who signs himself "Main Track" in the December MAGAZINE. His language sounds very strange to me. He says, in the first place, that "a fireman has no rights, but has to take just what the engineers see proper to bestow."

Now, he may not mean this, or he may be talking just to see how it will look in print. Firemen do have rights, just as well as the engineers have. We want an honest day's pay for an honest day's work. Are engineers not working for their bread and butter the same as we are? When any person makes the assertion that we have no rights, I, as a fireman, take it as an insult. In the second place, he says "firemen depend too much upon engineers, and vastly too little upon themselves." Now, I have spent a number of years as a fireman, among firemen, and I do not know of an instance where a fireman depends upon an engineer. We always depend on ourselves; we do our own work and let the engineers do theirs; and this, I think, is the proper way to get along. I think we are just as independent as they are. If they can get along without us, we can surely get along without them.

In the third place, he says he thinks it strange (so should I) that the B. L. F. should ask the engineers for protection. He does not say firemen this time, but the B. L. F. Again I am at a loss to find a case where we ever asked the engineers to help us, either individually or otherwise. I agree with him that if we wait for engineers to help us we will be a long time without help. Then he goes on to tell us how an engineer will help a brother engineer before he will help a fireman, and says it is right; and I answer yes, providing the fireman is not a brother of his, in which case he should treat both of them alike. He compares this with how firemen help strange brothers who come among them looking for employment, saying that firemen will keep out of the way of strange brothers instead of trying to find work for them. Now, in this matter, I am sure that he also misrepresents the firemen. Firemen do not generally come here looking for employment, still we occasionally fall in with a few who have wandered this way, and I know that we always make it our business to find any strange brother who may be in our town, and we are always glad to meet them and do for them everything that is in our power. The next point he touches upon is one in which we have had a bitter experience; that is in regard to engineers acting on our protective boards. From the manner in which he writes I should judge he was on the opposite side of the engine from us. He is not in favor of engineers acting on our protective boards, and gives as his reasons that they do not act as firemen would, but look out for their own interests

and not ours. He seems to have very little faith in engineers who belong to our order; in fact, he seems to have little faith in all hands. We have engineers in our order, and if we are of the opinion that they will make good officers on our protective boards, and are willing to trust our interests to them, I say by all means elect them. But do not place firemen on your protective boards just because the engineers have a cast-iron rule that they will not work with you if you have engineers acting on your boards. Let us suit ourselves, and never mind anybody else. Lastly he speaks of federation and says the engineers want it. Now, that is the first time I ever heard that the engineers wanted federation. He says they want it because they could then do just as they pleased with the firemen. Here he puts us down as being very weak. Give us federation and we will show them that we can hold our end up with the best of them. I feel confident that "Main Track" is not a member of our valuable order.

George W. Speer.

MONCTON, N. B.

THE December issue of the *Carmen's Journal* comes to us in new form, new dress, and in all regards, one of the best gotten up publications of organized labor, reflecting the highest credit upon the order whose efficient organ it is. We notice that the brotherhood now has 145 lodges, and is marching on to still greater success. Bro. S. Kelihier in his reference to the *Journal* says:

It is not without some feelings of gratification and pride that your editor again calls your attention to our official organ. Less than two years ago our lodges voted in favor of publishing a journal and a small sized eight page paper was decided upon, the first issue of which appeared in April, 1891, when our order had only thirty-two lodges with a membership of less than twelve hundred, while this issue represents one hundred and forty-five lodges with a proportionate increase in membership. That our journal is responsible for our phenomenal success must be realized by all who are familiar with our record. One hundred and thirteen new lodges organized with a corresponding number of members added in twenty months, is indeed a record to be proud of, and to the *Carmen's Journal* belongs the greater credit for what has been accomplished, for it has not only built up our brotherhood but has made its presence, objects and progress known to the world. It has brought the importance and responsibility of our craft to the notice of our railroad officials and the general public, and given the members of that craft an understanding of its condition throughout the country, as well as furnished them with other information of vital importance to them and their fellowmen.

Manifestly, the influence of a well conducted organ of a labor organization, cannot well be over-estimated; they are educators of immense value, holding the membership in line compact and advancing.

We congratulate the Brotherhood of Railway Carmen, assuring the membership that the MAGAZINE takes special pleasure in chronicling its success. Like Tennyson's brook, may it go on forever.

# GRAND LODGE.



## ASSESSMENT NOTICE FOR FEBRUARY.

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., FEBRUARY 1, 1893. }  
ASSESSMENT NO. 85, \$2.00.

### To Receivers of Subordinate Lodges:

**SIRS AND BROTHERS:**—You are hereby notified of the death and disability of the following members entitled to all the benefits of the order, viz:

**CLAIM NO. 898.** Chas. B. O'Donnell, of Mayflower Lodge, No. 415, was declared totally disabled by Loss of Hand, August 28, 1892.

**CLAIM NO. 894.** H. O. Draper, of White Breast Lodge, No. 278, died of Tuberculosis, November 1, 1892.

**CLAIM NO. 896.** Wm. H. Darby, of Faith Lodge No. 200, was killed in a Collision, November 2, 1892.

**CLAIM NO. 896.** G. Hediger, of Main Line Lodge, No. 176, died from injuries received in a Wreck, November 18, 1892.

**CLAIM NO. 897.** Thomas E. Bennett, of Webster Lodge, No. 222, was declared totally disabled by Loss of Foot, November 19, 1892.

**CLAIM NO. 898.** Edgar G. Cole, of Puget Sound Lodge, No. 407, was killed in a Railway Accident, November 19, 1892.

**CLAIM NO. 899.** Wm. J. Barry, of Lehigh Lodge, No. 176, was killed by Explosion of Boiler, November 30, 1892.

**CLAIM NO. 900.** James J. Durkin, of Lake Erie Lodge, No. 241, died of Typhus Malarial Fever, December 8, 1892.

**CLAIM NO. 901.** Patrick T. Lundy, of Boston Lodge, No. 57, was run over and killed, December 8, 1892.

**CLAIM NO. 902.** Wm. Beebe, of Charter Oak Lodge, No. 286, was killed in a Collision, December 10, 1892.

**CLAIM NO. 903.** George E. Bowers, of Welcome Lodge, No. 72, was killed by Gun Shot Wound, December 16, 1892.

**CLAIM NO. 904.** Horatio P. Robertson, of Fidelity Lodge No. 185, died of Typhoid Fever, December 20, 1892.

**CLAIM NO. 905.** Joseph Ebers, of High Line Lodge, No. 256, was declared totally disabled by Loss of Leg, December 23, 1892.

**CLAIM NO. 906.** Edward McConnell, of Prospect Lodge, No. 162, died from Injuries received in a Railway Accident, Dec. 29, 1892.

**CLAIM NO. 907.** Thomas Prowell, of Pacific Lodge, No. 173, died from Injuries received in a Collision, December 30, 1892.

**CLAIM NO. 908.** Jeff. Brannin, of Vigo Lodge, No. 16, died of Nephritis, December 31, 1892.

**CLAIM NO. 909.** Jno. Tarkington, of W. H. Thomas Lodge, No. 159, died of Paralysis, December 31, 1892.

**CLAIM NO. 910.** Jno. Baldwin, of Metropolitan Lodge, No. 363, was killed in a Collision, January 6, 1893.

**CLAIM NO. 911.** John M. Whalen, of Orphans Hope Lodge, No. 466, died of Neuralgia, January 7, 1893.

**CLAIM NO. 912.** John A. McClelland, of North Pole Lodge, No. 152, was killed by Jumping from Engine, January 7, 1893.

**CLAIM NO. 913.** Chas. E. Gordon, of Red Mountain Lodge, No. 339, was killed by Falling Under Train, January 11, 1893.

**CLAIM NO. 914.** Geo. Stith, of Vigo Lodge, No. 16, was killed by Engine jumping track, January 13, 1893.

**CLAIM NO. 915.** Willame Spillane, of Calhoun Lodge, No. 84, was declared totally disabled by Loss of Foot, January 14, 1893.

**CLAIM NO. 916.** John Hohenlitner, of J. B. Maynard Lodge, No. 193, was killed by Railway Accident, January 15, 1893.

An assessment of TWO DOLLARS (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount for each member whose name appears on the rolls of membership FEBRUARY 1ST, 1893, (also for all members having taken a withdrawal (limited or final) after FEBRUARY 1ST, and for all members who died or were totally disabled since that date), said remittance to reach the Grand Lodge not later than FEBRUARY 20TH, 1893, as provided in Section 50 of the Constitution. Any lodge failing to make returns as above provided will stand suspended from all the benefits of the order, as per Section 52 of the Constitution.

Your fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

## BENEFICIARY STATEMENT.

OFFICE OF GRAND SECRETARY AND TREASURER,  
TERRE HAUTE, IND., JANUARY 1, 1893.

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of December, 1892:

## RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$244	72	\$182	143	\$144	214	\$72	285	\$188
2	38	73	82	144	108	215	136	286	146
3	562	74	104	145	146	216	58	287	150
4	166	75	248	146	210	217	60	288	62
5	220	76	54	147	150	218	68	289	154
6	76	77	304	148	102	219	114	290	861
7	78	78	196	149	572	220	116	291	100
8	268	79	76	150	182	221	106	292	64
9	252	80	54	151	98	222	76	293	54
10	214	81	154	152	146	223	72	294	132
11	184	82	280	153	84	224	62	295	38
12	222	83	214	154	96	225	50	296	96
13	334	84	214	155	92	226	126	297	367
14	410	85	144	156	92	227	92	298	84
15	114	86	150	157	52	228	278	299	108
16	194	87	88	158	204	229	70	300	66
17	84	88	126	159	240	230	92	301	68
18	122	89	50	160	158	231	174	302	78
19	126	90	116	161	32	232	96	303	72
20	78	91	112	162	276	233	56	304	96
21	192	92	88	163	110	234	94	305	56
22	50	93	126	164	134	235	38	306	180
23	96	94	144	165	134	236	144	307	120
24	136	95	206	166	182	237	216	308	379
25	136	96	86	167	112	238	162	309	150
26	164	97	220	168	122	239	110	310	96
27	166	98	74	169	268	240	196	311	46
28	120	99	228	170	88	241	342	312	88
29	56	100	118	171	90	242	222	313	110
30	98	101	118	172	102	243	34	314	130
31	72	102	158	173	134	244	44	315	132
32	84	103	306	174	136	245	80	316	94
33	110	104	122	175	220	246	130	317	90
34	96	105	86	176	94	247	228	318	80
35	96	106	44	177	80	248	164	319	104
36	122	107	194	178	190	249	128	320	190
37	90	108	78	179	20	250	206	321	54
38	108	109	142	180	54	251	904	322	58
39	58	110	82	181	40	252	152	323	38
40	162	111	90	182	50	253	90	324	56
41	62	112	90	183	174	254	158	325	80
42	44	113	138	184	74	255	88	326	86
43	130	114	142	185	76	256	58	327	90
44	180	115	72	186	102	257	106	328	122
45	210	116	168	187	172	258	70	329	32
46	84	117	92	188	250	259	144	330	142
47	228	118	54	189	104	260	160	331	80
48	156	119	60	190	36	261	84	332	106
49	122	120	136	191	124	262	106	333	190
50	276	121	126	192	238	263	140	334	106
51	88	122	64	193	90	264	98	335	96
52	176	123	130	194	138	265	136	336	42
53	134	124	90	195	52	266	156	337	180
54	248	125	72	196	182	267	184	338	102
55	72	126	72	197	104	268	70	339	82
56	54	127	102	198	100	269	122	340	74
57	286	128	70	199	58	270	198	341	41
58	129	129	210	200	76	271	74	342	58
59	174	130	194	201	92	272	42	343	54
60	26	131	82	202	130	273	126	344	104
61	122	132	118	203	152	274	84	345	56
62	124	133	142	204	60	275	78	346	88
63	124	134	120	205	118	276	64	347	58
64	116	135	88	206	112	277	40	348	102
65	100	136	86	207	192	278	38	349	82
66	80	137	46	208	74	279	68	350	110
67	182	138	56	209	162	280	44	351	32
68	106	139	100	210	50	281	82	352	88
69	58	140	176	211	194	282	88	353	50
70	94	141	812	212	283	82	864	354	134
71	162	142	250	213	284	800	556	355	116

## RECEIPTS—Continued.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
427	\$60	440	\$108	453	\$52	466	\$172	479	\$48
428	52	441	60	454	112	467	70	480	46
429	78	442	66	455	44	468	40	481	64
430	76	443	84	456	60	469	30	482	44
431		444	457	46	470	74	483	52	486
432	104	445	54	458	50	471	54	484	80
433	74	446	82	459	80	472	485	160	497
434	120	447	62	460	74	473	74	486	44
435	44	448	88	461	50	474	40	487	68
436		449	70	462	96	475	98	488	36
437	42	450	96	463	74	476	44	489	48
438	40	451	40	464	34	477	40	490	40
439	68	452		465	62	478	62	491	18

Balance on hand December 1, 1892 . . . . . \$18,598 75.  
Received during month . . . . . 52,932 00

Total . . . . . \$71,526 75.

## DISBURSEMENTS.

By claims 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875 . . . . . \$58,500 00.

Balance on hand January 1, 1893 . . . . . \$13,025 75

Respectfully submitted,  
EUGENE V. DEBB.

## THE ROBINSON MONUMENT FUND.

The following subscriptions to the Robinson Monument fund have been received since our last report:

W. J. Overton, fireman, Paralta, Ia. . . . .	\$1 00
A. E. Kenney, Lodge No. 197, B. of L. F., Savanna, Ill. . . . .	1 00
J. H. Coy, O. R. C. Div. 87, Savanna, Ill. . . . .	1 00
A. C. Comstock, Agt., O. R. T., Stone City, Ia. . . . .	1 00
The above amounts were collected and forwarded by A. C. Comstock, of the O. R. T., Stone City, Ia.	
Sam J. Walker, fireman, San Bernardino, Cal. . . . .	50
John Buessell, Woodstock, Ind. Terr. . . . .	50
Robt. Buessell, Wellington, Kan. . . . .	50
Thomas McGrath, Bloomington, Ill. . . . .	1 00
Aaron Cunningham, Alton, Ill. . . . .	1 00
J. H. Cunningham, Alton, Ill. . . . .	1 00
Cedar Valley Lodge, No. 80, B. of L. F., Waterloo, Ia. . . . .	10 00
Previously reported . . . . .	864 32

Total . . . . . \$892 82  
Remittances should be directed to the LOCOMOTIVE FIREMEN'S MAGAZINE, Terre Haute, Ind.

## ADDRESS WANTED.

FRANK MCCLELLAN—A fireman who, when last heard from was working on the Mobile & Ohio. Anyone knowing of his whereabouts, will please correspond with J. O. Detwiler, Slater, Mo.

WILLIAM J. MURPHY—A member of Hub City Lodge No. 890, is requested to correspond with the secretary of his lodge. When last heard from, he was working on the Great Northern R. R., at Spokane Falls, Wash.

## JENNESS MILLER ILLUSTRATED MONTHLY.

The *Jenness Miller Illustrated Monthly* for January is the best issue of that magazine yet seen. Mrs. Miller begins a new department called "The World We Live In," full of useful hints and suggestions for women and young girls and comments on timely topics. Mrs. Miller also contributes an article entitled "The Charm of Individuality," which is in her best vein. There are a score and more of other interesting literary features, poems, sketches and a complete short story.

# LOCOMOTIVE FIREMEN'S MAGAZINE.

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MARCH, 1893.

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## EDITORIAL.

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### IMMIGRATION.

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The total area of the United States, according to the Commissioner of the General Land Office, is 3,057,407 square miles, exclusive of Alaska.

The population of the United States is now estimated at 65,000,000, which is an average of about 20 to the square mile.

The area of Europe is 3,806,769 square miles, or 749,362 square miles more than the United States. The population of Europe is about 296,000,000, an average of about 68 to the square mile, or about three and a half times greater than the average population per square mile of the United States.

In discussing the subject of immigration, it is of the first importance that we ascertain as nearly as practicable, the facts relating to the density of population in European countries, as also the density of population in the various states composing the American Republic.

Russia in Europe has an area of 2,266,983 square miles, which is 363,598 square miles more than one-half of the entire area of the European continent, and its population is only 32 to the square

mile, and with the exception of Sweden and Norway, is less dense than in any other European country.

There are four countries in Europe which have a population exceeding 200 to the square mile, as follows:

Great Britain and Ireland . . . . .	Area, 122,511 square miles . . . . .	Population 250
Italy . . . . .	Area, 109,734 square miles . . . . .	Population 236
Belgium . . . . .	Area, 11,366 square miles . . . . .	Population 425
Holland . . . . .	Area, 13,627 square miles . . . . .	Population 328

There are six countries in Europe whose population exceeds 100 to the square mile, as follows:

Germany . . . . .	Area, 210,468 square miles . . . . .	Population 190
France . . . . .	Area, 203,812 square miles . . . . .	Population 179
Austria and Hungary . . . . .	Area, 241,123 square miles . . . . .	Population 182
Portugal . . . . .	Area, 86,492 square miles . . . . .	Population 109
Switzerland . . . . .	Area, 15,716 square miles . . . . .	Population 160
Denmark . . . . .	Area, 15,307 square miles . . . . .	Population 126

There are seven countries in Europe whose population per square mile is less than 100, as follows:

Russia . . . . .	Area, 2,266,988 square miles . . . . .	Population 32
Spain . . . . .	Area, 192,957 square miles . . . . .	Population 83
Turkey . . . . .	Area, 144,004 square miles . . . . .	Population 80
Sweden and Norway . . . . .	Area, 293,918 square miles . . . . .	Population 20
Roumania . . . . .	Area, 46,700 square miles . . . . .	Population 98
Greece . . . . .	Area, 20,152 square miles . . . . .	Population 67
Servia . . . . .	Area, 16,820 square miles . . . . .	Population 72

We have given the average population per square mile in the United States at 20, and the average per square mile in Europe at 68. These are close approximations, but in some of the states the average population per square mile is so great that no effort is being made to attract foreign immigration, except on the part of individuals who are animated solely by a desire to reduce wages.

In discussing the subject of immigration understandingly, we should know in what states population is so sparse that immigrants would be of value, and in what states population is so dense that more population is not required, and the following tabulated exhibit, giving area of states, population, and population per square mile, will be of service to those who are studying the immigration question.

There are six states whose population exceeds 100 to the square mile as follows:

	Square miles.	Population	per. sq. mile.
Rhode Island . . .	Area, 1,250.	Population, 345,506 . . .	293
Massachusetts . . .	Area, 8,315.	Population, 2,238,913 . . .	269
New Jersey . . .	Area, 7,815.	Population, 1,444,933 . . .	185
Connecticut . . .	Area, 4,900.	Population, 746,268 . . .	152
New York . . .	Area, 49,170.	Population, 5,997,853 . . .	122
Pennsylvania . . .	Area, 45,215.	Population, 5,258,014 . . .	117

It is quite possible that the foregoing states have all the population they require. Certainly if restricted to their own area, they have more than they can feed. Like certain European countries, they are largely dependent upon other states for food, a fact which exalts the importance of our great transportation facilities.

There are five states which have a population per square mile between 50 and 100, as follows:

	Square miles.	Population	per. sq. mile.
Indiana . . . .	Area, 36,850.	Population, 2,192,404 . . .	60
Illinois . . . .	Area, 56,650.	Population, 3,826,351 . . .	66
Maryland . . . .	Area, 12,210.	Population, 1,042,390 . . .	85
Delaware . . . .	Area, 2,050.	Population, 168,493 . . .	82
Ohio . . . . .	Area, 41,060.	Population, 3,672,316 . . .	87

If we except in the foregoing list Delaware and Maryland, the other states could easily feed more than twice the present population and, therefore opposition to foreign immigration, is not as yet specially pronounced, except as to cities within their borders—where, unfortunately, the greatest per cent. of foreign immigrants locate and come in competition with all classes of labor.

There are eighteen states which have a population ranging from 20 to 50 per square mile, as follows:

	Square miles.	Population	per. sq. mile.
Maine . . . . .	Area, 33,040.	Population, 661,086 . . .	20
North Carolina . . .	Area, 52,250.	Population, 1,617,947 . . .	21
Arkansas . . . .	Area, 53,850.	Population, 1,128,179 . . .	20
Louisiana . . . .	Area, 48,720.	Population, 1,118,587 . . .	27
Mississippi . . . .	Area, 46,810.	Population, 1,289,600 . . .	28
Alabama . . . .	Area, 52,250.	Population, 1,513,017 . . .	28
Georgia . . . . .	Area, 59,475.	Population, 1,837,353 . . .	31
Iowa . . . . .	Area, 56,025.	Population, 1,911,896 . . .	34
Michigan . . . .	Area, 58,915.	Population, 2,093,889 . . .	36



Missouri . . . .	Area, 69,415.	Population, 2,679,184 . . . .	38
South Carolina .	Area, 30,570.	Population, 1,151,149 . . . .	34
Vermont . . . .	Area, 9,565.	Population, 332,422 . . . .	35
Wisconsin . . . .	Area, 56,040.	Population, 1,688,800 . . . .	30
West Virginia .	Area, 24,780.	Population, 762,799 . . . .	31
Virginia . . . .	Area, 42,450.	Population, 1,655,980 . . . .	39
New Hampshire .	Area, 9,305.	Population, 376,530 . . . .	41
Tennessee . . . .	Area, 42,050.	Population, 1,767,518 . . . .	42
Kentucky . . . .	Area, 40,400.	Population, 1,858,635 . . . .	46

If from the foregoing list we except Vermont and New Hampshire, the conclusion is that a far denser population would not be objectionable, and could be supported, hence we hear of no pronounced uprising of the people demanding a restrictive policy relating to foreign immigration.

There are nineteen states and territories which have a population ranging from 1 to 20 to the square mile as follows:

	Square miles.		Population per. sq. mile.
Kansas . . . .	Area, 82,080.	Population, 1,427,096 . . . .	17
Minnesota . . .	Area, 83,365.	Population, 1,301,826 . . . .	16
Nebraska . . . .	Area, 76,855.	Population, 1,058,910 . . . .	14
Texas . . . . .	Area, 265,780.	Population, 2,235,523 . . . .	9
California . . .	Area, 158,360.	Population, 1,208,130 . . . .	8
South Dakota .	Area, 74,550.	Population, 328,808 . . . .	5
Colorado . . . .	Area, 103,925.	Population, 412,198 . . . .	4
Washington . .	Area, 69,180.	Population, 349,390 . . . .	5
Oregon . . . . .	Area, 96,030.	Population, 313,767 . . . .	4
North Dakota .	Area, 74,550.	Population, 182,797 . . . .	3
Florida . . . . .	Area, 58,680.	Population, 391,422 . . . .	7
Oklahoma . . . .	Area, 50,000.	Population, 61,834 . . . .	2
New Mexico . .	Area, 122,580.	Population, 153,593 . . . .	2
Utah . . . . .	Area, 84,970.	Population, 207,906 . . . .	2
Idaho . . . . .	Area, 84,800.	Population, 84,385 . . . .	1
Montana . . . .	Area, 146,090.	Population, 132,159 . . . .	1
Nevada . . . . .	Area, 110,700.	Population, 45,761 . . . .	1
Wyoming . . . .	Area, 97,800.	Population, 60,705 . . . .	1
Arizona . . . .	Area, 113,020.	Population, 59,620 . . . .	1

The examination of the foregoing list of states and territories is immensely suggestive. It shows that there is an area of 552,-400 square miles with a population nominally of *one* person to the square mile, but in fact less than one person. An area of 202,350 square miles with a population of *two* persons to the square mile;

74,550 square miles with a population of *three* to the square mile; 199,955 square miles with a population of *four* to the square mile; 143,730 square miles with a population of *five* to the square mile. In fact, taking the entire area of the 19 states and territories, 1,950,405 square miles more than the entire area of Europe, omitting Russia, and the average population is only 6 to the square mile.

We have said that the average population of the United States per square mile, is about 20, but it is seen by the foregoing exhibit that there is more than one-half of the entire area where the average population is only 6 to the square mile, and where there is room for more men and women, provided they can be induced to settle in these vast states and territories.

It is not required for the MAGAZINE to emphasize the declaration, that we are not in favor of the importation of the vagabond class of Europeans of any nationality. The vicious, the infirm, idiots and insane, when they attempt to land in America, we would have returned to the country from whence they came. But we have repeatedly gone upon record as having no sympathy with those who are everlastingly shouting "pauper labor." Paupers do not labor—hence, when any country seeks to dump upon our shores its pauper or dependent class, we would have them speedily sent back. But a man who receives a dollar a day or less for his labor and lives—paying his expenses, is no more a pauper than the man whose income is \$1,000 a day. Let us be done with the "pauper labor" talk, because men who work for a living, regardless of nationality, are not paupers.

From the foundation of the Government up to 1820, United States authorities say no record was kept of foreign immigration, but it is assumed that during that period, about 36 years, 250,000 foreign immigrants arrived. From 1820 to 1890 the records show that 15,400,000 immigrants arrived, making the total from the foundation of the government 15,650,000. During the year 1890 the arrivals amounted to 455,302. Of these 443,225 were from Europe, and from other countries 12,077.

To enable the reader to have a correct idea relating to the nationality of European immigrants we append the following tabulated statement of the Treasury Department at Washington City. It is

for the year ending June 30, 1890, and will be found valuable for reference when men are discussing the immigration question:

COUNTRIES OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	Males.	Females.	Total.	Per cent. of Females.
<b>Austria-Hungary—</b>				
Bohemia . . . . .	2,851	2,154	4,505	48
Hungary . . . . .	16,589	5,478	22,062	25
Other Austria (except Poland) . . . . .	21,077	8,555	29,632	29
<b>Total . . . . .</b>	<b>40,017</b>	<b>16,182</b>	<b>56,199</b>	<b>29</b>
<b>Belgium . . . . .</b>	<b>1,719</b>	<b>922</b>	<b>2,671</b>	<b>36</b>
<b>Denmark . . . . .</b>	<b>5,713</b>	<b>3,653</b>	<b>9,366</b>	<b>39</b>
<b>France . . . . .</b>	<b>3,863</b>	<b>2,722</b>	<b>6,585</b>	<b>40</b>
<b>Germany . . . . .</b>	<b>50,923</b>	<b>41,504</b>	<b>92,427</b>	<b>45</b>
<b>Gibraltar . . . . .</b>	<b>5</b>	<b>4</b>	<b>9</b>	<b>44</b>
<b>Great Britain and Ireland—</b>				
England . . . . .	34,245	22,775	57,020	40
Scotland . . . . .	6,833	5,208	12,041	43
Ireland . . . . .	26,344	26,680	53,024	50
Wales . . . . .	384	266	650	41
Great Britain, not specified . . . . .	12	7	19	37
<b>Total . . . . .</b>	<b>67,818</b>	<b>54,936</b>	<b>122,754</b>	<b>45</b>
<b>Greece . . . . .</b>	<b>464</b>	<b>60</b>	<b>524</b>	<b>11</b>
<b>Italy . . . . .</b>	<b>40,717</b>	<b>11,082</b>	<b>51,799</b>	<b>21</b>
<b>Sicily . . . . .</b>	<b>135</b>	<b>69</b>	<b>204</b>	<b>34</b>
<b>Malta . . . . .</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>50</b>
<b>Netherlands . . . . .</b>	<b>2,655</b>	<b>1,671</b>	<b>4,326</b>	<b>39</b>
<b>Norway . . . . .</b>	<b>6,601</b>	<b>4,769</b>	<b>11,370</b>	<b>42</b>
<b>Poland . . . . .</b>	<b>7,613</b>	<b>3,460</b>	<b>11,073</b>	<b>31</b>
<b>Portugal . . . . .</b>	<b>109</b>	<b>49</b>	<b>158</b>	<b>31</b>
<b>Roumania . . . . .</b>	<b>260</b>	<b>257</b>	<b>517</b>	<b>50</b>
<b>Russia (except Poland) . . . . .</b>	<b>21,097</b>	<b>12,050</b>	<b>33,147</b>	<b>36</b>
<b>Finland . . . . .</b>	<b>1,666</b>	<b>785</b>	<b>2,451</b>	<b>32</b>
<b>Spain . . . . .</b>	<b>619</b>	<b>194</b>	<b>813</b>	<b>24</b>
<b>Sweden . . . . .</b>	<b>16,532</b>	<b>13,100</b>	<b>29,632</b>	<b>44</b>
<b>Switzerland . . . . .</b>	<b>4,406</b>	<b>2,587</b>	<b>6,993</b>	<b>37</b>
<b>Turkey in Europe . . . . .</b>	<b>171</b>	<b>35</b>	<b>206</b>	<b>17</b>
<b>Total Europe . . . . .</b>	<b>273,104</b>	<b>170,121</b>	<b>443,225</b>	<b>38</b>

In so far as we are to form a conclusion the objectionable immigrants come from Italy, Russia, Hungary and Poland. For the year 1890 these countries supplied the United States with the following number of immigrants, male and female:

Italy . . . . .	51,799
Russia . . . . .	33,147
Hungary . . . . .	22,062
Poland . . . . .	11,073
<b>Total . . . . .</b>	<b>118,081</b>

This leaves 325,144 immigrants from other European countries to whose coming we hear no special objection. It is here that the question arises, Is it proposed to shut the door to all, that the objectionable may be excluded?

The first direct and powerful enemy to immigration to America, was King George III. of England. So pronounced was his opposition, that it forms one of the reasons urged in the Declaration of Independence why the Colonies should throw off the English yoke and demand their independence. The arraignment of the King was as follows:

"He has endeavored to prevent the population of these states; for that purpose obstructing the laws of naturalization of foreigners, refusing to pass others to encourage their migration hither, and raising the condition of new appropriations of land."

Among the most odious laws ever placed upon the statute books of the nation, were what are known as the "alien and sedition laws," passed under the administration of John Adams, and swept out of existence under the administration of Thomas Jefferson. Nor was the spirit of those laws ever revived except when the Know-Nothing craze swept over the country during the 50's.

The hue and cry is now being revived—and, strange to say, in many instances, labor is being used to urge the passage of prohibitory laws—when if labor is true to itself, it should be the first to denounce all laws in anywise abridging the rights of those who wear its badge.

The laws that have been enacted during the past ten years, it would seem, are sufficient to relieve the country of all objectionable characters from foreign lands seeking a residence in the United States. In the first place every foreigner who lands upon our shores must pay 50 cents for the privilege, and there is a law to send all convicts back to the country from which they migrated. There is a law prohibiting the importation and immigration of foreigners and

aliens under contract or agreement to perform labor, and all such contracts are void—and the penalties for violating the law are severe—and the latest law passed March 3, 1891, prohibits the introduction of idiots, insane persons, paupers or such as are likely to become a public charge, persons suffering from loathsome diseases or convicted of felony and infamous crimes, polygamists, etc.; penalties are imposed upon captains of vessels of fine and imprisonment, and the law forces them to take back within a year after landing undesirable persons. Such statutes indicate pretty conclusively that the United States, if the laws are administered, is in a position to keep out immigrants of undesirable quality. But it seems to be the purpose of some persons to shut out all foreigners who desire to become citizens of the United States. We do not believe Congress can be induced to pass such a law.

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## INDUSTRIAL PEACE.

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The Boston *Labor Leader*, of December 24th, 1892, publishes a number of contributions on "Industrial Peace." Among the contributors is Mr. Edward Atkinson, the inventor of the Aladdin oven, a writer of operas, a robust hater of labor organizations and probably the most ardent and uncompromising friend of scabs on the continent.

Mr. Atkinson is eminently spectacular. His self-importance could not be improved if he were a peacock or a turkey gobbler, but the real fun of the thing is the way he starts off. "Industrial Peace" acts like a plummet in deep sea soundings—brings up things that set scientists to guessing. Mr. Atkinson evidently believes he has discovered the key that lets him into the secrets of what constitutes "industrial peace," and as the Yankees say, he is "tickled;" as delighted as the small boy with a tin whistle or a kite, and is as satisfied with himself as were his ancestors when they hung a witch or whipped a Quaker.

One of the peculiarities of Mr. Atkinson is to introduce his dis-

coveries in science and philosophy with Baconian profundities of dictum which he intends shall overwhelm his hearers. When he discovered that a workingman could get a square meal on three cents (provided he cooked his radishes in his Aladdin oven), his utterances were characterized by explosions of knowledge of dynamite detonation, and the same was true when he told the factory hands of Rhode Island they were capitalists and *employed* the millionaire proprietors of the mills.

In discussing "industrial peace" Mr. Atkinson is equally deep, as for instance, he says "industrial peace is to be found in personal liberty," and "personal liberty is maintained when men and women work for whom they please, at such prices as they please and as many hours as they please;" that is to say, there should be no labor organization to dictate terms, all should be as free and independent as scabs. If a union man receives \$2.00 a day it is entirely legitimate and in consonance with "industrial peace" for a scab to offer to do the work at \$1.00 a day, and for organized labor to kick is to create industrial war, which the state ought not to tolerate. Mr. Atkinson's idea is to organize a great union of scabs to strike down organized labor, which Mr. George E. McNeill, in the *Labor Leader*, characterizes as follows:

The project to form a trades union of men who will not unite upon the question of their wages and hours of labor, but will unite in a grand go-as-you-please scramble for place, reminds me of the military company that voted to parade in time of peace and to disband in time of war.

In this Christmas time our imagination is greatly awakened and the spirit of good will quickened, but I confess that in the wildest flight of dreams well told none can compare with the dream of a union of non-unionists. Toady workers can combine as toadies, tramps may operate in groups, scabs will appear in numbers where the virus of competition manifests itself on the putrid surface of an enterprise thieves do combine to steal, but a union of non-unionists can only find its parallel in Dante's Inferno.

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Liberty is not effeminate, not a toady, not even an Atkinsonian statistician. Liberty is not blind to wrong. Liberty is a spirit, a sentiment, a fact. It finds its best expression in the collective will of men organized for mutual welfare.

Mr. Atkinson evidently believes that industrial peace is industrial degradation; that peace means submission, and that organization means war, in all of which Mr. Atkinson is absolutely correct.

Mr. Atkinson knows several young men who are anxious to engage in the work of unionizing scabs for the purpose of securing industrial peace. If these young men can manage to buy a square meal for three cents, and can unionize scabs on that sort of a dietary platform it may be that the time is not distant when American workmen will be able to eat garbage with a relish and beat the Dagoes and Huns at their own game.

Industrial peace will come with industrial victory. It will be brought about by industrial valor. It will not come by disbanding labor organizations nor in declaring that the strike, as a weapon, is to be wielded no more. Mr. Atkinson may be able to impress upon New England scabs the glory of that sort of "personal liberty" enjoyed by those base born creatures who are willing to live on a square meal costing three cents, and to obtain the three cents agree to work for the special benefit of those who reduce them to slaves. But we surmise that even with a Dago constituency he will find his plans something less than a dazzling success.

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## THE INTER-STATE COMMERCE COMMISSION.

The latest report of the inter-state commerce commission is an exceedingly interesting document, and will secure deserved attention in railroad, legislative and legal circles. It is well known that it required about twelve years for congress to pass the law creating the inter-state commerce commission. In both houses of congress there are men said to be eminent as lawyers—men learned in every department of jurisprudence. The bill, in its progress, was fought by the most powerful lobby ever organized in Washington City. Every word, paragraph and sentence was subjected to the most searching scrutiny, but, finally, when the law was placed upon the statute books, it was found to be in many regards defective and requiring amendments, and in the report of the commission the amendments demanded are pointed out.

Referring to the necessity for the law creating the commission, the report says :

During twenty years prior to such enactment, the extraordinary construction of railways under enormous grants of public lands, private donations, aid of county, town and municipal bonds, freely and often inconsiderately given through a passionate desire for these public highways, railway capital secured under exacting conditions, lavish expenditure and reckless management, establishment of branch or feeding lines to the main stem in order to monopolize business in tributary territory, rivalry of lines to take possession of districts in the hope of future business, causing duplication of roads in sparse regions not able to support a single line, all resulted in capitalization far exceeding cost and a railway system of vastly greater carrying capacity than the volume of traffic seeking transportation. The fiercest competition was thus rendered inevitable, and the necessity of earnings to meet fixed charges and operating expenses tempted resort to every device by which to obtain business on any terms. In less degree the same conditions existed in the more developed sections of the country. Public regulation was not then looked upon with favor. Transportation facilities were treated as private property subject to bargain and sale like merchandise, and railroad managers were hostile to any form of government supervision. Special rates and rebates were recognized features of railroad operation; favoritism between shippers was not thought dishonest, though the favored shipper secured a monopoly through the ruin or withdrawal of competitors, and to treat prevailing practices as criminal misdemeanors was regarded with ridicule. This conduct aided the formation and fortified the power of those vast combinations of capital which created public alarm. Whoever will read the report of the Cullom committee to the senate in 1886 will be astounded by the magnitude and extent of railroad abuses brought to light by their investigation.

The statistician of the commission makes an exhaustive report relating to railway mileage, the organization of railways, equipment, employes, capitalization and valuation, earnings and expenses and accidents, for the year ending June 30th, 1891. The total *single* track mileage in the United States at the date named was 168,402, and the total mileage of all tracks was 216,149 miles. On the 30th of June, 1891, there were "1,785 railway corporations, of which 889 were independent companies for the purpose of operation, and 747 were subsidiary companies, the remainder being private lines. The report further shows that 16 roads have been abandoned during the year, and that 92 roads, representing a mileage of 10,116.25, have disappeared by purchase, merger or consolidation. The actual number of railway corporations in 1891 is less than the number which existed



in 1890, notwithstanding the fact that a considerable number of new lines were chartered during the year. The tendency toward consolidation is clearly indicated by the report. On June 30, 1891, there were 42 companies, each of which controlled a mileage in excess of 1,000 miles, and nearly one-half of the mileage of the country is the property of these 42 companies." In the matter of equipment it is shown that the total number of "locomotives used by the railways of this country was on June 30, 1891, 32,139, showing an increase of 1,999 during the year, and the total number of cars, the property of railways, was 1,215,611, showing an increase of 45,944 during the year. The number of locomotives per 100 miles of line was 20; the number of passenger cars per 100 miles of line was 17; and the number of freight cars per 100 miles of line was 714." It is shown by the report that the number of men employed on railways in the United States for the year ending June 30, 1891, was 784,285, being an increase of 34,984. The number of men employed per 100 miles of line was 486, and the extent to which "organized industry has increased the efficiency of labor is shown by the fact that every engineer, during the year, has on an average carried 369,077 passengers one mile and 2,329,639 tons of freight one mile." In the matter of capitalization, it is shown that the roads are valued by their owners at \$9,829,475,015, or \$60,942 per mile of line. It is shown that the gross earnings of the roads for the year ending June 30, 1891, amounted to \$1,096,761,395, or \$6,801 per mile of line, and that the operating expenses amounted to \$731,887,893, or \$4,538 per mile of line, leaving the net earnings from operation \$364,873,502, or \$2,263 per mile of line. Referring to accidents, the report shows that casualties "during the year ending June 30, 1891, are greater than in any previous year covered by reports to the commission. The number killed during the year was 7,029, and the number injured was 33,881. Of these totals, the number of employees killed was 2,660 and the number injured was 26,140. The number of passengers killed was 293, and the number injured was 2,972. A classification of casualties according to the kind of accident shows 415 employees were killed and 9,431 injured while coupling and uncoupling cars; 598 were killed and 3,191 injured falling from trains and engines; 78 were killed and 412 were injured from overhead obstructions; 303 were killed and 1,550 were injured in collisions; 206 were killed and 919 were injured from de-

railment of trains; 57 were killed and 319 were injured from other accidents to trains than collisions and derailments already mentioned; 20 were killed and 50 injured at highway crossings; 127 were killed and 1,427 were injured at stations; the balance, which makes up the total of 2,660 killed and 26,140 injured, is due to accidents which do not naturally fall in the classification adopted for report. Referring to passengers, 59 were killed and 623 injured by collisions; 49 were killed and 837 injured by derailments; 2 were killed and 34 injured by other train accidents; the balance, making up a total of 293 killed and 2,972 injured, being assignable to accidents at highway crossings and at stations and to other kinds of accidents."

The report emphasizes the necessity for legislation compelling railways to adopt train brakes and automatic couplers. Casualties are steadily increasing in number, and the report says that "during the year ending June 30, 1891, 1 employe was killed for every 296 employes, and 1 employe injured for every 30 men in railway service. The corresponding figures for the previous year are, 1 man killed for every 306 employes, and 1 man injured for every 33 employes. This same fact is also presented in another manner. The increase in the number of employes killed during the year covered by the report over the previous year is 9 per cent., and the increase in the number injured is 17 per cent., while the increase in the number of men taken into employment is less than 5 per cent. The corresponding comparison for casualties to passengers shows that, while there has been a relative decrease in the number of passengers killed, the number of passengers injured shows a much greater increase than the increase in the number of passengers carried. On the whole, the comparison of accidents for the two years leaves a very unsatisfactory impression, since it shows that liability to accident was greater during the year covered by this report than during the previous year." The foregoing furnishes the readers of the MAGAZINE the more important features of the report of the inter-state commerce commission, and the statements made and the figures furnished may be accepted as approximately correct, and therefore answer the valuable purpose of data upon which to construct arguments and arrive at rational conclusions.

## STANDING ARMIES.

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Some time since, Edward Everett Hale, writing of "Social Problems," in the *Cosmopolitan*, had a chapter on Republics, in which he said:

Quite fundamental in the republican idea is the abolition of large standing armies. The true republican expects that every man shall be a soldier and do his duty in repelling foreign invasion. It almost follows that in a true republic there are no wars of conquest. The republic of France, at this moment, is taxing itself beyond all measure simply to maintain an army which shall approach the strength of the army of Germany or that of Russia. If you asked the Czar of Russia, or the Emperor William, in public, why Russia or Germany maintain such large armies, the answer would be an appeal to national pride and a declaration that it is necessary to maintain such forces in order to preserve the independence of the respective empires. But if you could get the Czar of Russia or the Emperor William into a confessional, and if he should tell you the absolute truth, certain that it would not be proclaimed anywhere else, he would say, "I should not remain on my throne a month if I did not have an army."

Manifestly, Mr. Hale states the republican idea correctly. He states the American idea correctly. It was the intention of the founders of the American Republic never to have a large regular or standing army. They knew that such an army would be a perpetual menace to the liberties of the people; hence, congress alone has power to raise and support armies. But here comes in a provision that congress cannot appropriate money to support armies for a longer period than two years; hence, if the appropriation is not made the armies become practically disbanded.

The purpose of the fathers of the republic is seen at a glance. They did not intend that the liberties of the people should be crushed by a standing army or a "regular" army, and, therefore, the power to raise and support armies was left with congress, the people's representatives. But to make it doubly sure that a standing army—always and everywhere a menace to liberty—if raised, should not exist longer than two years, congress itself is forbidden to appropriate money for its existence for a period longer than two years. Every two years the people choose their representatives in congress, and thus hold the power in their own hands.

Let us see what has been the practice of the republic from the first, in the matter of raising and supporting standing armies:

Date.	Strength of Army.
1789, 1 Regiment Infantry 1 Bat. Artillery . . . . .	840
1792, Indian Border wars . . . . .	5,120
1794, Peace establishment . . . . .	3,629
1801, Peace establishment . . . . .	5,144
1807, Peace establishment . . . . .	3,278
1810, Peace establishment . . . . .	7,154
1812, War with Great Britain . . . . .	11,831
1815, War with Great Britain . . . . .	9,413
1817-1821, Peace establishment . . . . .	9,980
1822-1832, Peace establishment . . . . .	6,184
1833-1837, Peace establishment . . . . .	7,198
1838-1842, Florida War . . . . .	12,530
1843-1846, Peace establishment . . . . .	8,613
1847, Mexican War . . . . .	17,812
1848, Mexican War . . . . .	30,890
1849-1855, Peace establishment . . . . .	10,320
1856-1861, Peace establishment . . . . .	12,931
1862, Civil War . . . . .	39,273
1863-1866, Civil War . . . . .	43,332
1867, Peace establishment . . . . .	54,641
1868-1869, Peace establishment . . . . .	52,922
1870, Peace establishment . . . . .	37,313
1871, Peace establishment . . . . .	35,353
1872-1874, Peace establishment . . . . .	32,264
1875-1885, Peace establishment . . . . .	27,489
1892, Practically the same as 1885.	

The question arises, what service is this standing army of 27,489 men and officers performing for the country? Some of them are watching Indians, keeping them on their reservations, where a gang of thieves, paid to deal justly by the savages, are robbing and starving them to death; facts proven and denounced in the United States Senate. A portion of our army is housed up in forts scattered over the country, where the officers, in gaudy attire, attend balls and give gorgeous receptions, assume to be the aristocracy, for which the people are taxed from \$30,000,000 to \$50,000,000 a year, and in addition to this the government military mill annually grinds out a set of officers who are enabled by their salaries, to make angels turn up

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their noses in silent scorn of their worse than turkey gobbler struttings.

But, within a few months past, this "regular army" has been put to a use never dreamed of by the fathers of the American republic. It has been degraded by the president of the United States, who is commander-in-chief, to stand guard at the Couer d'Alene mines in Idaho, while a Christless gang of capitalists imported scabs, black, white and tan, to displace honest laborers, a work which the standing armies of Europe has performed for a thousand years and will continue to perform as long as workingmen permit it to be done.

There may be in some autocrat-cursed country an exhibition of military power more imposing, more impressive and degrading than was seen at Homestead, Buffalo, in the mountains of Tennessee and Idaho, but we have not read of it; and if in the king-cursed countries some things in the same line have occurred, we may thrust them aside and contemplate what the military machines are now doing in the great American republic, not to drive back foreign invaders, not to keep half-starved savages on their reservations, but to enable capitalists to crush organized labor, where gleaming bayonets, flashing swords and big and little guns, loaded with shot and shell, command organized workingmen to stand aside while degenerate scabs willingly respond to the command of their masters to accept wages which transform American homes into dens and lairs, fit only for wild beasts, bats and vermin.

From this time forward, if workingmen so will it, they will find themselves the victims of state standing armies, as much so as the subjects of the Czar of Russia or Emperor William of Germany, who, as Mr. Hale remarks, could not remain on their thrones a month were it not for their standing armies.

And just here a remarkable feature of the subject comes into view. These standing armies of states are largely made up, rank and file, of workingmen, men from every department of the industries of the country, who, at a moment's warning, may be called upon to stand guard while scabs, as at Homestead and Buffalo, step in and accept such wages as employers see proper to pay, and thus become the architects of their own degradation.

# CONTRIBUTED.

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## SHORT STUDIES IN POLITICAL ECONOMY.

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BY WILFRED P. BORLAND.

No. 3.

We have now a definition of both wealth and capital; let us keep them in mind. The procurement of wealth, either for the immediate satisfaction of wants, or to be set aside for future gratification, is the end and object of all human exertion. It is from that portion of wealth, which is set aside for future uses that capital is drawn. The production of wealth requires the co-operation of three factors: land, labor, and capital. Two of these factors—land and labor—are absolutely necessary; the third—capital—is a contingent factor, it is taken in as a partner of land and labor for the purpose of securing an increased product. To illustrate: A man digs clams with his hands, and carries them to market in his arms. This is the primitive and necessary process, the clams thus procured are wealth which is the the product of labor applied to land. The work is laborious, and the product comparatively small, being but little more than sufficient to satisfy immediate wants. In the course of time enough wealth is secured in this way so that a spade and wheelbarrow is secured. Our man has now brought capital to his aid, he digs clams with his spade instead of with his hands, and takes them to market in his wheelbarrow. His labor is lightened and his product increased, he finds it much easier to supply his immediate wants, and he is enabled to set aside a larger portion of wealth for future needs. After a time he discards the wheelbarrow and gets a horse and wagon in its stead. His labor is still further lightened and his product still further increased, he can take a larger load and do it in much less time than formerly, and by this means much of the time consumed in traveling between the market and his work is saved to be devoted to procuring more clams. As his wealth increases our man finds it profitable to employ some one to dig clams for him, devoting his entire time to the labor of transporting them to market and disposing of them. The product is now still further increased, and the person employed to dig clams receives his wages out of this increased product, he creates his own wages as he labors; the capital employed in the business is not even momentarily lessened by reason of the payment of wages. Our man next finds it profitable to employ other workmen and secure increased facilities for transportation; he becomes the owner of several teams and employs several workmen, and he devotes his entire time to the superintendence and direction of the workmen. Our man has now become a full

fledged capitalist; he employs many workmen to dig clams and drive his teams for him, paying them their wages out of the product of clams which their labor secures and transports to market, and taking his pay as capitalist out of what is left after such payment is made.

Now observe that there are two absolutely necessary factors—land and labor—always present in this process of production, as there is in all wealth production; remove all this capital and the business of producing clams might still go on, though in a more laborious and less satisfactory manner; but remove either the labor or the land and the product must inevitably cease. It might be well here to note that fallacious assumption: capital limits industry. The sense in which this assumption is used is that capital must first supply labor with tools, materials and subsistence before labor can be exerted at all, as for instance:

“There can be no more industry than is supplied with materials to work up and food to eat. Self-evident as the thing is, it is often forgotten that the people of a country are maintained and have their wants supplied not by the produce of present labor, but of past. They consume what has been produced, not what is about to be produced. Now of what has been produced a *part* only is allotted to the support of productive labor, and there will not and cannot be more of that labor than the portion so allotted (which is the capital of the country) can feed and provide with the materials and instruments of production.”—J. S. Mill.—“Principles of Political Economy.”

This is, substantially, the statement to which I referred in a former paper of this series, viz: that until capital furnishes the subsistence and the opportunity, labor cannot be exerted but must remain idle. It has all the force of an axiom in the standard economy, but it is nevertheless based upon a monstrous fallacy. To return to our clam digger: If the proposition that capital limits industry is correct then unless he had devoted a certain amount of capital to the business of digging and transporting clams, none of the workmen whom he employed could have dug or transported clams, but they must remain idle until capital had entered into the business in an amount sufficient to employ and maintain them. But is this true? We have seen that our capitalist originally produced clams without capital. Was he dependent upon capital for the privilege of exerting his labor? Did capital in any manner limit or restrict his exertion of labor? Certainly not, the only limit to the exertion of his labor was his access to the land from which the clams were dug. That capital limited the form and the productiveness of his industry is quite true, without the spade and the wheelbarrow he must have continued to dig clams with his fingers and transport them in his arms, and without the horse and wagon he must be content to transport his clams in the wheelbarrow, but to say this is not to say that wanting the spade, wheelbarrow, or horse and wagon, he could dig and transport no clams, and this is the proposition we are expected to believe. The standard economy does not say that capital limits the form, or the productiveness of

industry. It says that capital limits the *exertion* of industry. What is true of our capitalist clam digger is also true of the workmen he employs; the form and productiveness of their labor is limited by the capital which they use, but the *exertion* of their labor is limited, as in the case of their employer, only by their access to the land from which clams are obtained. What is true in this case is true of all the processes in the production of wealth, though the true relations between labor and land may not be so obvious upon first sight by reason of the complexities in the productive processes. The term land, in political economy, embraces all natural elements and opportunities whatsoever: in short everything freely supplied by nature to man is included in the term land. The true and natural relations between labor and capital, are those of partners in the business of production. Labor is the active force, land the passive; capital comes in merely as an aid to labor and thus becomes a natural sharer in the product. Capital has been diverted from its true functions; men who have possessed capital, instead of putting it to its natural uses, have used it for the purpose of securing an unjust advantage over labor, and have succeeded in making labor the slave instead of the partner of capital. They have been enabled to do this because of unjust and immoral social adjustments. When capital is once relegated to its true position in the business of production, there shall be no more talk of war between labor and capital.

[To be Continued.]

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## THE COMING CIVILIZATION.

BY JOSÉ GROS.

No. 3.

The principal object of the two preceding articles and the present one is to meet or anticipate the objections that are usually presented against all social reforms, most especially when they are fundamental. Such objections always come from people high up in intelligence, wealth, position, piety, etc. They want to give us the impression that the reforms in question do not enter into the divine plans. For them human life on earth must be more or less of a failure all along. For them the cardinal aim of every one of us should simply be, how we can squeeze ourselves into heaven after a life of sorrow and sin. That low conception of our human existence kills all initial force for human improvement, along fundamental lines, anyhow. It is essentially heathenish, that conception. It simply means that we cannot develop the normal man, much less the normal social organiza-



tion; and such barbarous theories are made to rest on that very book which proclaims all that is grand and beautiful among men. We are then forced to resort to that book to prove the feasibility of all fundamental reforms. "With righteousness shall the Lord judge the world, and the people with equity." Psalm xlvii, verse 9. What did the Psalmist mean by that? Was he conscious of what he was saying? It does not make much difference about that. God's truth does not lose anything of its intrinsic beauty when uttered by lips, apart from the consciousness of the individual. Suppose we try to analyze those words under the light of social science; all science comes from God, after all.

The verse in question seems to distinguish between the world and the people. What is the world? What is the people? The world, applied to humanity, seems to mean the vanities, the selfishness, infatuations, the thirst for wealth and power, the excitements, turmoils and fashions, the pleasures and gratifications of the hour, regardless of what we owe to God and our fellow-men; and above all, pre-eminent over all, the world means indifference towards social righteousness, provided we are well off or better than the many below.

Now let us see what is the meaning of those two grand words, the people. We generally take for granted that the people are the many who work, and produce, and make human societies possible; the many in the humble ranks of life; those who, as a totality, cannot be very selfish, because their resources are very limited, and so they have not had the opportunity of being spoiled as yet. We shall allow that a certain number among the working masses belong to the world and a certain number in the upper ranks belong to the people, the latter because in love with humanity and working for social righteousness, and the former because craving to rise up to the upper levels, regardless of any sound principles!

Be the above as it may, we must acknowledge that the people means the many, and hence, the world means the few, in the verse above mentioned. Also, that the people means the bulk of those who have to work hard for a bare living in most cases, if not always; and hence, the world means, at least, in part, the bulk of those few who don't need to work hard for a living and fail to work for the general upheaval of the classes below through fundamental social reforms, as that alone can bring permanent good results.

It is but logical to assume that the few who have or could have leisure, absence of hard work, and so time for study, that they are under greater responsibilities, in God's eyes, than the many for whom life is a constant wear and tear of brain or muscle, or both, indispensable to face the most absolute or pressing needs of our earthly existence. Hence, the sins of the latter must be less fatal than the sins of the former, or less sinful in God's eyes, because there is an intimate relation between physical and spiritual poverty, from the fact that the soul on earth can only act through that envelope that we call the body.

At all events the world and the people are two distinct fragments

of humanity, according to the Psalmist; and the world, the few, are to be judged with righteousness, and the people, the many, with equity. What can God, through the Psalmist, mean by that? Before we try to ascertain it let us see if we can give a precise definition of the two words in question, righteousness and equity. We suggest as follows:

Equity is the moral law applied to our personal and social relations.

Righteousness is the moral law applied to all thoughts, acts and emotions in relation to self, to men and to God. Righteousness includes equity; equity leads into righteousness.

Now let us see what Jesus meant by The World. All that is contrary to God's laws of righteousness. He came to fulfill the law and the prophets. Have Christian civilizations ever been fond of establishing righteousness on earth? "My peace I leave with you," said that same Jesus. What kind of peace have we developed on the face of the planet through the last sixteen centuries of social growth, controlled by men ostensibly accepting the teachings of Jesus? A peaceful life is well-nigh impossible to-day, and far more impossible to-day than in times gone by. Neither the poor, in their poverty, nor the rich, with all their wealth, can have much of anything else but anxieties, and excitements, and turmoils, and uncertainties right and left, in all forms and varieties. Many even declare that they don't want to live in any other way; they have even lost all capacity to enjoy peace; they have to be always running away from themselves. Neither the glories of nature nor the study of sciences and history have any great charms for them.

If, from the few who could have leisure, we pass to the many who cannot have it, what do we find among them? Suppose that before we investigate the above we try to formulate an estimate of the respective proportions of those who could have leisure if they only wanted to live a simple life, and those who cannot have it because of hard work and low earnings, but enough to cover, as an average, 50 per cent. of what sanitary conditions require. The latter may not be less than 95 per cent. of the race and the former not over 5 per cent. The exact proportions, God alone knows, and we don't need to know. Yet, any reasonable estimate shall answer all practical purposes.

Now, it is unquestionable that the wealth of nations is produced by the 95 per cent. who have no leisure and retain but a relatively small fragment of the wealth they produce. Why? Simply because of absence of equity in the social organization among the people, the ones who, alone, make that organization possible; and it is the people that the Lord shall judge with equity. Hence, God means that equity should prevail among the people. Can we have any doubts on the subject and yet retain any clear perceptions of God's infinite beauty?

And what about the world which is to be judged with righteousness? The world—the men who could have worked for righteousness and did not; also those who have taught that righteousness is impossible on earth for long periods, anyhow; also those who be-

lieve that and have had time and means to learn better than that, because of sufficient material resources without the labor that exhausts and develops not. Evidently, God means to make the world responsible for the absence of righteousness on earth, since the groups of people above indicated have done their best to prevent the establishment of righteousness, consciously or unconsciously, to be sure. We have nothing to do with that; we are simply forced to deal with general results in order to awaken up the dormant conscience of humanity and thus evolve from the rank and file of nations, the noblest tendencies that God has implanted in all men.

Yes, God means that equity should prevail among the people, but he also means that the people should work for it. The few, the world, can never establish righteousness. The many, alone, can. The many, alone shall; and the many are the people. The few could, and should, have long ago taught the people how to evolve correct civilizations, but they have neglected their duty on the subject.

That they may be perfect in one, was Christ's last prayer. That the people, the many, not the few alone, may be perfect through unity in all fundamental truth. That the social organization may be perfect through laws of equity, suppressing all political and industrial monopolies, making all wholesale gambling processes unprofitable, restoring to all men God's patrimony to them all—land worth having—and so the right of free production and free exchange; thus giving wealth to all, leisure to all, joy and manhood to all, forever vanishing from the human mind the blasphemous conception that God means this world to be a torture-shop for most of his children, as we, ourselves, have made it by impoverishing the many for the benefit of the few.

Now, let us return to our definition of equity: "The moral law applied to our personal and social relations." Every one of us has, therefore, two sets of duties; duties to those with whom we come in contact, and duties to all the citizens of our nation, and to all the citizens of humanity. When we learn how to fulfill that double set of duties, then, and then alone, shall the Kingdom of Heaven be at hand. To expect the healthy growth of individuals or family groups, while abandoning the nation to all laws of sin, that is simply trying to bake good loaves of bread in an oven wretchedly fixed up.

God owes to Himself the logic of his own creation, and to trifle with God's logic is to trifle with God's love. If from the concrete written revelations, we pass to the abstract ones in the universe, we find that all is there a question of divine art, and that universe includes man. What would be the universe without man, without the created intelligence? Now take philosophy and poetry, apparently so far from each other. Poetry is the divine art in forms, and that art fills up the whole universe. Philosophy is the divine art in principles; principles conducive to the joy of all created intelligence. Suppose the latter beginning in the naked savage, half demon, half man; well, that

being has the potentiality of growth, painful, if you like, because rebellious to divine law; and for 6,000 years, for 60,000 perhaps, we have had, through civilization, all imaginable forms of the demon and the savage. First, we had wars of conquest, carried on with greater or less barbarism; then we had a combination of conquest and religious wars, the most barbarous of all. Lately we have principally been having industrial wars, by far the most criminal and fatal, because it is under them that we have produced the greatest disequilibrium of wealth between the workers and the legalized gamblers.

Of course each period has evolved its heroes and sages, its martyrs and saints, as if to show the great potentiality of human development; but that is a very poor substitute for the absence of the normal man because of a wretched social organism. All in the universe, outside of men, strive for perfection and attain it. The same shall happen with us as soon as we stop our insane work for the mere civilization of the animal man, and begin the civilization of the human soul, by respecting all moral and ethical law, and so, the glorious philosophy of Jesus. And that must be the aim of the coming civilization.

[To be Continued.]

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## MR. STUART'S SINGLE TAX FALLACIES.

BY JAMES MIDDLETON.

In accordance with the wish of Mr. Stuart, and by courtesy of the editor of the MAGAZINE, I shall review some of the objections to the Single Tax, from the standpoint of one who believes that in the present condition of society it is the best method of raising public revenues.

I shall give special attention to Mr. Stuart's criticisms, not with the vain desire to glorify an "ism," but with an earnest wish to seek the truth and to awaken thought and interest in what I believe to be a great, practical, and needed reform; a reform which is destined to make one of the great steps of social advancement.

For some two hundred years, since John Locke, one of England's greatest philosophers, advocated the raising of public revenues from the rents of lands, it has been, at different times, advocated and opposed with great ability on both sides. After Locke's time, the most conspicuous advocates up to our time were the Physiocrats of France, of whom Quesney, Gournai and Turgot were the chiefs.

Locke advocated it as the best method for the landlords, even, which would, perhaps, be true as regards improved lands; Turgot, as the best means of raising revenues, and, at the same time, as the

best method of freeing the working classes from the unjust burdens of taxation under which they were being crushed.

The Physiocratic theory was based upon the net product of agricultural lands, and when that theory was discarded it was supposed the *Impôt Unique* was overthrown.

Adam Smith advocated a special tax on ground rents of cities, but Ricardo claimed that it would be unjust, a singling out of a class and an attack upon the sacred (?) rights of property. But Ricardo developed the now celebrated Ricardian theory, which proved in the hands of Thomas Chalmers, Henry George and others, the basis of re-establishing the single tax, to which Mr. George has added the land monopoly theory.

Defenders of things as they are, seeing the trend of the Ricardian theory, have in many instances attacked it viciously. Anarchists, opposing all taxation, have, and perhaps consistently, opposed the single tax theory. Socialists, with an undue interest in an "ism," have bitterly, but not wisely, as it seems to me, fought the single tax. I say unwisely, for it seems to me that the unlimited single tax is a direct road to state socialism. George, himself, has shown that whoever controls the land absolutely, controls all. Then, if society should, as would be necessary under the single tax unlimited, control the land absolutely, it would control all as it wished. What more could state socialists ask? Others, I fancy, attack the system simply for the pleasure of disagreeing.

In spite of all attacks; in spite of undue claims of its devotees sometimes put forth; in spite of the weakness of some of the arguments they sometimes offer, faults into which, perhaps, its greatest living advocate, Henry George, himself, may sometimes fall; in spite of all, it is to-day believed in more widely than ever before as the most just system of taxation for the present constitution of society, for all worthy classes, whether rich or poor.

I am pleased that Mr. Stuart is to discuss the subject even adversely. Though he may not offer anything new yet what he offers will be forcibly put and well worth consideration.

In the first article which is before me, he but opens the subject. I shall await with great interest the development of his criticisms. In his opening, he has failed to distinguish between the Single Tax limited and unlimited.

As a single Taxer, as well as student, I do not believe all rent is robbery.

He assumes that all rent is robbery. He says that capital "in the hands of capitalists merely represents accumulated, unpaid labor." This is a mere assumption which demands proof. How about wage workers who have saved?

As regards interest, can he prove that it is unjust, if it arises from an absolutely free contract profitable alike to both?

I agree with him, and disagree with Mill and George, when he says: "The title to land (in this country at least) rests upon as equitable a basis as any other form of wealth." The Single Tax limited is in perfect harmony with that principle.

He assumes, that, under the system, owners of "stocks" would go untaxed. That is an assumption which demands proof. Owners of stocks, bonds and mortgages, based upon land values or franchises, under a just carrying out of the system, would be treated as joint owners of the land or franchises with the mortgagors, or holders. How then, would they escape taxation?

The elimination of any one class of exploiters may not solve the "economic problem" but it may be a long and necessary step in advance. Such I believe the tax on land values.

I know of but one panacea for social ills, and that is the elimination of ignorant selfishness and unscrupulous greed in the individual.

Without the moral intellectual elevation of the individual, the most perfect form of government might prove the worst form of exploitation and ruin.

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## EPISODES OF 1848.

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BY MARIE LOUISE.

No. 3.

[Concluded.]

"The fifty men on whom fell their wrath had, perhaps, not committed atrocities on the people. Their uniform was their only indictment. But, Etienne, the most horrible of all, was to compel them to pass bareheaded before the hostile multitude. Under such a penalty their manly dignity was crushed, their moral feelings were strangled! They marched unmanned, humiliated and degraded publicly. Physical injuries may cicatrize, and heal, but the mental ones remain gaping and bleeding forever! A man wounded on the battle field dies with a smile of satisfaction on his lips, but a man wounded in his honor and human dignity dies gnashing his teeth and cursing all the world!"

"I felt the distress of their situation," said Etienne anxiously, "but the people acted in retaliation."

"Aye, Etienne!" exclaimed Arnold vehemently, "*retaliation is evil perpetuated*. The cruelty enacted on the Guards may have been the result of their own cruelties on the people. But that result, transformed into a cause, has engendered the terrible carnage of to-day at the Palais Royal, where not only Municipal Guards but also troops of the line and also our own comrades taken prisoners have perished in the awful hecatomb! Who knows what the *retaliation* of this last horror will be to-morrow?"

"Arnold," said Etienne, "you are getting unwisely emotional. In the combat you are a lion of courage and strength, but when out of

action you permit an undue sensitiveness to hover over your spirit. Your mind is still under the charm of the philosophy your Lady friend of the Jura has whispered to you on the day of your departure. No doubt she was a correct thinker, but she never beheld thousands of bayonets crossed on the breasts of a famished people. Had she witnessed the scenes enacted in Paris these last three days the ground of her philosophy might have slid somewhat."

"She never saw, it is true, an insurrection of the people," rejoined Arnold, "but her life has been an epitome of human misery. Whilst she did not see bayonets crossed on the breast of the people, she did feel the dagger in the hands of the minions of Tyranny. Her battle field for being narrowed was not less perilous and the action less fierce. When I took leave of her I was skeptic as to the transcendental importance of mercy and love in human relations. But every day the fortress of my skepticism is battered by the conclusions of my experience."

"That line of philosophy," remarked Etienne, "resumes to this: '*render good for evil*'—'*love your enemies*.' But it possesses the serious defect of clashing with the law of cause and effect."

"By no means," retorted Arnold. "Is not the impulse to forgive, *i. e.*, *render good for evil*, also the effect of a predominant cause? Is it not the outcome of individual happiness being grounded on conferring pleasure and sparing pain?"

"I wish mutual forbearance and love were the undercurrent of all social relations," said Etienne with a sigh, "but it is not, and never will be until social equity is established. So long as oppressors and oppressed walk side by side, so long will retaliation hold the fort and *mauve qui pent!*"

"I admit the cogency of your remark," replied Arnold. "We live under oppression, and I know it. Therefore I am ready to shoulder the gun again and repel force by force, because that mode of repulsion, just now, is inevitable, and will be so until tyranny disintegrate and permit mercy and love to ooze in through its relaxed tissues."

"I accept all your conclusions, Arnold," said Arago, "and I join in all your desires."

"It is my happiness to know that you do," rejoined Arnold, "but let me appeal to you, the great, honored and respected leader of men, to bear in mind that ignominy and public humiliation furrow the human conscience so deeply that it never recovers its integrity. The convict who is dishonored by being branded with a red hot iron carries the ugly scar also on his heart, and gall suppurates from it incessantly. In the burning pangs of his humiliation the crime for which he has been convicted sinks into oblivion, whilst wrath and despair gnaw at his conscience and unhumanize him. Punishment solidifies crime."

"There is no denying that," said Etienne, pensively, "The person of man ought to be sacred:"

"Thoughtless men alone can overlook this phase of human life," continued Arnold, "for to an observing mind the fact is obvious. I

shall never forget those fifty Municipal Guards of yesterday, plodding along in single order amid the whipping anger of the crowd, stripped of all their arms and bare-headed; pushed, tossed and kicked; their two arms hanging dejectedly by their sides; their faces alternately flushed and ghastly pale; their bearing the very picture of humiliation and despair! I still fancy to hear the trembling voice of Lieutenant Bouvier as he muttered through his chattering teeth and clinging fast on your arm: 'To die!—to die torn to pieces!' This cry of anguish pierced my heart, and but for your noble and courageous words of comfort to him, which in their radiant devotion overspread and screened the horrors of the scene, my hope for human redemption might have faltered! Do you imagine that if Lieutenant Bouvier was to-day in the post of the Palais Royal he would have surrendered again to the people? Not at all. He and his men would fight until they die in combat. Did not you hear all the parleyers say that the troops of the line were willing to lay down their arms, but the Municipal Guards would not listen to any terms? Their efforts to kill all and be killed were desperate! The holocaust was consummated—none survived!"

"All this is very painful," remarked Etienne, throwing away the stump of his cigar and leaning his head on his hand. "Of what avail was our perilous action of yesterday? It was a mistake at best."

"No! no!" exclaimed Arnold, "your heroic conduct and warm sympathy speak louder than the disasters which have attended on the occurrence. Your deed of love yesterday is the beacon which towers aloft in the midst of foaming waves in the sea. It is a glimmer of the great sun which slowly but steadily warms the embryo into maturity, which, in the future, must emancipate mankind from evil and pain!"

"The people have burst open the door and invaded the Assembly!" shouted a man as he rushed into the restaurant.

"They cry for dissolution and the election of a Provisional Government. Such a confusion you never saw! The President has run away and the armed insurgents sit and stand on the benches of, as they say, the *purchased* Deputies!"

"Let us hasten to the Assembly," said Arnold grasping his musket and loading it, "Your name, Etienne, will pacify the people and silence Odillon Barrot if he try to play at royalty again!"

"Let us run in all speed," replied Etienne Arago, "I will die before another king grins his wily smile on the people of France! *Vive la Republique!*" he shouted as he dashed out with his friend and companion.

"*Vive la Republique Democratique et Sociale!*" yelled Arnold on the street, waving his hat in one hand and his musket with the other—"Mort aux rois!" (Death to kings.)

When they entered the Chamber, Dupont de l'Eure had just been successful in taking the President's chair and establishing a comparative degree of order among the excited and smoke-begrimed populace. The President and the majority of the Deputies had disappeared



and National Guards and people constituted themselves legislators.

"A Provisional Government is proposed to you," cried the temporary President, Dupont de l'Eure.

"Yes, yes, silence!" cried the non-silent crowd.

"Here are the names," again cried Dupont de l'Eure. "François Arago, Lamartine, Garnier Pages, Marie Creméux, Ledru Rollin, Dupont de l'Eure."

"Those who are against them hold up their hands," cried Deputy Ledru Rollin. ["No, no, yes, yes."] "If you will allow me, gentlemen, I will add another word. The Provisional Government which has just been named has great and immense duties to fulfill. We must close this sitting and go to the seat of government, and there take the necessary measures to stop the effusion of blood and secure the consecration of the people's rights."

"Numerous voices—"Yes, yes, to the Hotel de Ville."

The crowd in the Chamber began to diminish; all were running to the Hotel de Ville, to install the Provisional Government in their office.

"Let us go and pay a complimentary visit to the Tuilleries," said Etienne Arago, "to-day all visitors are admitted."

"Specially those in full dress," remarked Arnold, laughing. "Since three days we have danced with the cannon music; we are all dressed and equipped for the ball."

"Louis Phillippe and his family danced a *chahut* (can-can) to-day and so kicked up their legs that they flew out of the Tuilleries—you see, dancing was contagious," added Etienne laughing to split his ribs.

They entered the Tuilleries by the great staircase. Everywhere, on the floor and walls and mirrors, the people had written with chalk: "*A bas Louis Phillippe! Vive la Republique!*"

The elegant theatre was filled with the armed mob. Young men and boys sang, danced and gambolled on the stage, to the great merriment of the crowd. In the Chapel but few entered, and those who did took off their hats.

"Slavery is not yet out of them," whispered Arnold, "see them honoring images. There is still a place in their hearts where Monarchy may bury its claws!"

"But observe how few enter," rejoined Etienne, "all the others pass on unconcerned. Let us go and sign our names in Louis Phillippe's Register, and after, we will run to the Hotel de Ville."

The large book in which visitors to the royal family inscribed their names lay open. Etienne Arago and Arnold de Verchères added their own names to those of the obsequious courtiers who used to come and kneel before royalty.

"We are just a wee bit late," said Etienne humorously, "their Majesties went out for a drive."

"May they drive forever!" ejaculated Arnold in real earnest, whereat Etienne burst into a boisterous laughter and cried, "Amen! amen!—get up!" he continued, pretending to hold the bridle and whip the

horse, at the same time motioning the shake of a rolling carriage—  
 "Get up, Billy!—*gallopons allons vite!*—get up!"

"*Espèce de méridional timbré,*" (you crazy southerner) exclaimed Arnold—" *espèce de singe!* (you monkey.)"

"It is not every day that we send a King out for a long drive," replied Etienne, his eyes beaming with hilarity and malice.

"Let us go to the Hotel de Ville, Etienne," said Arnold, "I feel that you are wanted there."

As they entered the Hotel Ferdinand Flocon ran to meet them.

"Etienne," he said, "we were looking for you everywhere. Run to the General Postoffice, turn out the Director Dejean, and in the name of the Republic take his place. Hurry up, Etienne; all the mails must start to-night as usual at seven o'clock, or rivers of blood will be shed; the Province is rising in arms everywhere!"

"*The mails will all start to-night,*" answered Etienne, "even though hundreds of barricades stand between the postoffice and the Barriers. The mails will all start at seven o'clock."

A few minutes later he entered the court yard of the General Postoffice. Many National Guards were collected there, but when he announced his mission the ranks opened before him. He immediately entered the office of Count Dejean, the Director, and said:

"In the name of the Republic, citizen Dejean, you are dismissed. In the name of the Republic I come to replace you in the functions of the Director of the Postoffice."

"But, Monsieur," said Dejean, standing up, "have you a commission—a title?"

"I have nothing but my word."

"But, Monsieur, I"—

"I have my word, and my name is Etienne Arago."

"But," said M. Dejean, after a moment silence and hesitation, "before I quit the direction of the Postoffice I must request that you will give me your signature and that some document may remain in the archives."

"Willingly," replied Etienne, seating himself in the arm-chair of M. Dejean. And he wrote his name at the bottom of a few lines containing the dismissal of M. Dejean and his own appointment.

"I have made a fault in grammar, I see, in reading over the lines, rather a grave fault for a literary man, but," he added, smiling, "one may be excused writing bad French when one has just been fighting like a good Frenchman."

"Now, Monsieur," said the ex-Director, before retiring, "I have a request to make; one of my relatives, an elderly lady, is alone in the neighboring apartment. May I hope,"—

"Sir," said Etienne, rising and speaking in the tone of a most exquisite politeness, "Madame, your relative is under my *sauvegarde*; I answer for her safety, and that of all in the hotel, with my head."

M. Dejean bowed his thanks and retired from his cabinet.

Etienne Arago immediately summoned all the superior officers and said:

"Gentlemen, every one of the mails must start this evening."

The employes looked at each other with an air of perfect stupefaction.

"The mails would start to-night," they replied, "but M. Dejean announced himself in the Chamber that no letter would go."

"That was said during the existence of the Monarchy, and we are now under Republican system."

"But there are more than two hundred barricades between them and the Barriers. Monsieur, what you wish is impossible."

"We have proved to-day that nothing is impossible," said Etienne Arago warmly. "The three days of February have changed affairs. If to-morrow, at the accustomed hour, newspapers, letters and dispatches do not arrive in the *Départments*, there will be oceans of blood shed all over France and the responsibility of this blood would rest on my head. Every mail must go, then, to-night. The packages must be carried on men's backs over the barricades to the barriers, and if it be necessary I will carry the first packet."

Taking up a pen he wrote to the Provisional Government:

"*Citoyens gouvernants*, the service of the Postoffice will take place to-night as usual."

At seven o'clock all the *malles postées* were dashing along the roads with tricolor flags waving on their summits and bearing the dispatches which were to announce to all France the downfall of the Monarchy and the establishment of a Republic.

In many parts of France blood had commenced to flow; the provinces had long been waiting for a signal from Paris to raise in insurrection. The timely announcement of the victory won by the people in the capitol, however, turned the excitement and terror of a civil war into gladness and rejoicing.

Of all the marvelous exploits performed during the memorable days of February 22-23-24, 1848, are there any which surpass those of Etienne Arago in greatness, courage, bold expediency and energetic decision?

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## SINGLE TAX FALLACIES.

BY W. H. STUART.

No. 2.

How would security of tenure of land and improvements be affected by the adoption of single-tax?

It is everywhere asserted in single-tax literature that the one thing that will continue to increase as wealth and population increases, is land values. Indeed, Henry George sees in this constantly increasing value, that can—in the shape of rent—be drawn upon, and that

will keep pace with the increasing needs of the community, a self-evident provision of divine wisdom. This constant increase in rental values will continue, so it is claimed, undiminished, under the single-tax; the only difference being, that this increase in the value of land, which is now absorbed by private individuals, will then, in the shape of rent, accrue to the whole community.

It is admitted that absolute security for improvements is necessary to insure the best use of the land. "What is necessary," says Henry George, in "Progress and Poverty," "for the use of land is not its private ownership, but the security for improvements. It is not necessary to say to a man 'this land is yours,' in order to induce him to cultivate and improve it; it is only necessary to say: 'Whatever your labor or capital produces on this land shall be yours. \* \* \* The ownership of the land has nothing to do with it.'" And it is further on pointed out that some of the most costly buildings in London and New York are located on leased ground. It is quite true that a large number of buildings in London are upon leased ground, owned by the Duke of Westminster and others. Hundreds of these leases, however, that recently expired, were for terms of ninety-nine years, and it is unusual for leases on real estate in London to be drawn for a less period than twenty-one years. That is, the land is leased for a fixed period of time and for a fixed annual rent. Does the single-tax offer equal security for possession of land and improvements? This question must, I think, be answered in the negative. Rental values are, under the single tax *regime*, to be assessed and collected as present taxes are assessed and collected, *i. e.*, annually or biennially. "No new machinery," Mr. George informs us, "will be necessary. The machinery already exists. We already take some rent in taxation; we have only to make some changes in our modes of taxation to take it all."

Let us see how this might work. We will imagine the single-tax in effect. Farmer Jones takes up land near a growing town; he builds a comfortable farm house, capacious barns and out-buildings, fences his land and drains it, and is, after some years of unremitting toil, beginning to reap the fruits of his labors. The neighboring town is growing rapidly and spreading out in his direction; a street car line is projected to run past his place, and one day the assessor drops in and informs him that his land is needed for suburban residences, factories, warehouses, etc., and that his "single"-tax will have to be doubled. Jones, of course, protests, but without avail, and his rent continues to increase until he can no longer pay it from the profits of agriculture, and his improvements being unsuitable for the new purposes for which his land is needed, he is forced to sacrifice and seek "fresh pastures" remote from the march of progress.

Or, take Smith, the mechanic. He took up a lot in town, the annual rent of which he felt able to pay, built himself a home (all the larger because he did not have to purchase the lot) and spent his spare time, for three or four years in adding improvements—a pretty garden, handsome fence, etc. Now, it is certain that Smith will look

with distrust on all improvements in his vicinity that will tend to increase his annual rent. He will dread the approach of business. But the town continued to grow, and in a few years a costly public building was erected near him, his lot became valuable for business purposes, his rent quadrupled and he was forced to move his home and abandon his thousand little improvements, taking care that his next location was in the most undesirable part of the town, remote from possible improvements and increase of rent.

This rapid increase in land values has been the invariable history of all growing towns. We have seen in this city (Los Angeles Cal.) lots increase in value, within fifteen years, from one, two and three thousand dollars each, to twenty, thirty and forty thousand each; or, to express it in terms of the single-tax, from a rental of one, two and three hundred dollars per annum, to two, three and four thousand dollars per annum. Indeed, we have near us an illustration of the rapid increase in land values frequently affected by even the location of a large building. The government has recently purchased, at a cost of \$1,040,000, a site in San Francisco, upon which it is expected a public building, to cost two or three millions, will be erected. The location of the site is in a part of the city occupied mostly by the homes of working people. The usual result has followed. Lots in the immediate vicinity of the site have increased enormously in value, and for blocks around, prices have doubled and quadrupled, to the great joy of the owners.

But how would these working people have been affected had the single tax been in effect? Would they not have regarded with consternation, the location of such a building in their midst? The government would have been appealed to. It would have been represented that the location of such a building in their midst would so enormously increase rental values as to force them to move or abandon their improvements, a misfortune, they would claim, they were unable to bear.

Is it not evident that if Mr. George's theory of the continuous increase in land value is correct, that security of tenure, under a single tax *regime*, would be impossible. Improvements adequate for a town of 10,000 population would be inadequate, both in size and architecture, when population had doubled or quadrupled, and as such increase in population is frequently effected in less than a decade, and as rental value would increase quite regardless of the income from the improvements, they would be compelled to tear them down and erect others, from which a larger income could be derived, or abandon them, in either case at a great loss to the owners.

Under such insecurity of tenure, no poor man would dare to build a home in a growing town; only the rich could afford to take the risk of erecting small buildings, and they, it may confidently be expected, would recoup themselves in increased rent.

An elderly friend of mine, a baker by trade, was fond of telling that in his younger days, he was offered the site now occupied by the Sherman House, in Chicago, for a few months work at his trade.

He looked the ground over carefully—he was speculatively disposed—but declined the offer, seeing nothing in the possible future of the “windy city” to justify the investment. He lived to see land that he had refused to purchase at the rate of some hundreds of dollars per acre, increase in value to as many millions. And I again ask: How would security of tenure be affected by the adoption of the single tax?

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## AUNTIE'S ROMANCE.

BY FRANK A. MYERS.

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“Auntie, I have heard you had a real romance in your early life. Please tell it to me, now that we are all alone this evening. I want to hear it.”

There was a few moments of silence after this request by Katie. Auntie bowed her head a little nearer the work in her lap. Katie felt as if she had made a mistake in the request and had caused Auntie unnecessary pain by bringing up the sad memories of the days when she was a young girl. The old petroleum lamp seemed to flicker in sympathy to the stirring emotions of Auntie's soul. The shadows in the corners of the old-fashioned room apparently deepened, and Katie was impressed with a feeling of awe and dread. She leaned nearer to the light and to Auntie as if for protection. The autumn winds soughed mournfully through the cypress trees around the old log house, and fear brought the reality of life and the dread outer world more oppressively close to Katie.

The brooding silence made Katie wish she had not asked Auntie to tell her romance. A strange feeling, like the forebodings of some evil to herself or the presence of some calamity she could not shun, permeated her heart and mind, and she almost cringed at the feet of Auntie as if to implore protection.

Auntie looked up from her work after the short period of silence, and with a mournful voice that almost echoed the long ago, said deliberately:

“Life has its tragedies of the heart, Katie, as well as of the person.”

“Auntie, I feel now like accusing myself for suggesting this. I'm inclined to think your romance is a sad one. Indeed, I had heard it is, but I asked for it thoughtlessly, and if you would rather not tell it, I shall be satisfied.”

“I do not tell it often. It is a sad one. The people point to me, and pity my long and sorrowful life. Everybody knows that I never married, and why I have not. I am glad you spoke of this to-night.

I was thinking of my early happy days, and felt sad and lonely. While my story is a sad one, yet I always felt better after telling it."

Katie brightened up, and a comforting smile removed the pained look on her face.

"Your words make me feel better."

The thoughts in Auntie's mind caused a tear to moisten her wrinkled cheek.

Ellen Newman was sixty-three years old. Her face was wrinkled, and her body was slightly bowed when she walked. She wore a white, lace-trimmed cap on her head, and her dress was plain and old-styled. Few knew the particulars of her early romance, but everybody said that devotion to the dead was the reason she never married.

She lived in an old log house on the hill, along the side of which the trains rolled and thundered every day and every night. They were a death-knell in her ears, and yet she could not bear to dwell anywhere else. She lived alone.

Katie King was her sister's daughter, and was only sixteen years old. Katie's home was in the city, and her beauty brought her many admirers. She was now spending the fall with her Aunt Ellen, simply as a visitor.

She had often heard that the reason her aunt never married was because of a romance she had in her youth. It was said that she was faithful to the memory of him whom she first loved and promised to wed.

Auntie dropped her work in her lap, and pointing past the lamp with her long index finger, said:

"That great mouth of the railroad tunnel up there, just in sight from the front door, I never shall forget. Just there the tragedy occurred, years, long years ago, when I was a young girl flushed with the glowing hope of a happy life.

"It was a soft summer evening that he came to see me. I watched his coming up the hill. He was young and handsome and manly, and full of life and promise. We sat long on the front porch, and the sweetest words man ever uttered he told me. I know he meant them all."

"What was his name, Auntie?"

"Martin Dunbar, my child. God bless you, his love was greater and purer than the love of the young man now. It was different. There was manhood in his words. He said he loved me as never man loved woman before. And I know he did. Our love was like the great sun at noonday. The earth held nothing so grand and sweet as Martin. He was entirely above trifling with me and above deceit. He said to me:

"Ellen, I love you."

"That was the sweetest remark ever poured into woman's ears. I told him I believed him, and that I loved him more than my life. When a woman loves a good man, my dear girl, she loves with no common love. Then he asked me to marry him, and I—I—I said

I would. O, how happy I was! The very earth seemed to be better. The stars shone brighter than they ever have since. The air breathed sweet songs of love, and heaven touched my very soul. I knew nothing but love and Martin. I did not want to know anything else. The garnered fullness of the earth was all for me—for me."

Auntie paused. A light of other days illumined her wrinkled face. Even Katie felt a glow of her enthusiasm. The winds that soughed around the corners of the house and rustled through the cypress trees bore a song of gladness. Katie's fears had gone completely.

"We were to be married in six months. When he left me that night, he kissed me good night, and said I was his forever. He said he never was happier in his life, and I know I never was.

"I stood and listened to his step down the hill side after he had disappeared in the darkness. The emotions of my soul can never be expressed in words. Pure happiness cannot be told. The spirit soars into realms that are above the coarseness of words. His sweet words echoed in my heart like silver bells of gladness, and called me to ethereal pleasures that, alas! never came to me any more. The joys of those days—of that hour—have gone out in the shadows of a night that came like a shocking whirlwind. They will never, never come to me again! Night set in then, and the bright sun of my first true happiness sank out of sight at once and forever—forever!"

"O, Auntie, how you talk!" exclaimed Katie shudderingly. There was not a tear in Auntie's eyes. On the contrary, they glowed like pearls, in their unwonted activity. She lived over again the past as she recalled it from memory, and the one thing that had forever palsied her happiness in her early girlhood now inspired her every word and look.

"I stood there on the porch in the darkness leaning against a post. The joys of my promised new life passed in review before me as I thought and dreamed. I was perfectly happy. My intended had just left me, and I wondered whether anybody was ever as happy as I was. But my happiness went out as suddenly as would that light should you blow it out. The darkness of despair came as suddenly as a flash, and everything faded in a moment—everything! My joys all perished at a blow and left me forlorn and unhappy forever. Nothing under the sun could restore them! Night had set in forever in this world for me! All that I held dear vanished in an instant, and the blackness of darkness was mine forever!

"I saw the headlight of the train as it came out of the tunnel. I heard the loud roar of the train and listened to its echoes from the hillside and across the valley in the darkness of the stilly summer night. It bore a message of peace to me as I stood silently on the porch in the darkness. The headlight trembled as it approached, and grew larger each moment like a timid will-o'-the-wisp. The rumble and roar became louder each moment of time, and the very earth trembled under the heavy rolling wheels."



At this moment there was a shrill scream without and near. Katie exclaimed in surprise and fear:

"What was that, Auntie?"

"That was only the night owl, my dear—nothing to be afraid of. But how curious," she resumed, after a slight pause of breathless silence, "that it should scream just at this part of my story. It sounded almost like the shrill scream of the train, as I stood there on that awful night looking at the weird monster approaching through the darkness, of which only the glimmering headlight could be seen distinctly.

"Just here, as I was going to say, the train gave one unearthly scream that roared down the valley and echoed from the woods and hills. It pierced me with fear like the terrorizing scream of some nameless brute from the infernal regions. The one sharp, short, awful scream from the throat of that puffing and roaring giant meant danger and 'down brakes.' In a moment the fearful screech was heard again. In a few minutes the train stopped just down here in front of the house. Then I saw the train men moving about with lanterns. The roar and echo of the moving cars had ceased, and the brooding stillness now was like the messenger of something awful. The darkness of the night oppressed me, and I realized that I was alone and peering forth for something, I knew not what. An impression possessed me like an evil spirit that something terrible had happened. I could not conceive what. I felt that if I could push the darkness away I might see what had stopped the train. But I stood as one fettered to the post, awaiting the disclosure of something I knew not what. I felt that there was something wrong, or the train would not have stopped in that tragic manner.

"Who can describe the feelings in suspense?" Who can tell the agitations of an anxious and expectant heart? Who can depict the sensibility of an eager and awaiting soul? Who can describe the state between earnest desire and conscious fact? Who can paint the glow and heat of a heart made trebly sensitive and alive by some unwonted incident? Who can depict the emotions and feelings of a conscious being when under excitement? The half cannot be told. The heart refused to speak. Under the chill of an indescribable fear it is dumb. The very echoes of conscious existence appall. The tumult of a heart full of love and fear is like the tossings of the ocean beneath the strong wind that threatens the safety of the vessel floating on its bosom.

"Love—love—he told me that he loved me!" exclaimed Auntie, rhapsodically. "He said he would be faithful until death. I promised him I would be his forever. O, how sweet were those moments of pure and fervent love! Martin was all the world to me—the joy, the glory, the sum of life! His voice was as a heavenly song. His presence was as Paradise. His words of love were as the essence of the perfect happiness hoped for by the blessed. His kiss was sweeter than the exalted joys of the angels. Alas! alas!"

Overcome by her emotions, Auntie paused and put her hands over

her face and bowed over to her knees. In that position she remained a few moments, and then, recollecting herself, she brushed away her tears and mournfully continued:

"O, yes—the lights. Well, I saw them after awhile coming up the walk leading to the house from the railroad. Their lanterns twinkled like meteors of the night. The heavy tread of feet came up the walk, and in some unaccountable way fell on my ears like the knell of death. I was torn as a forest in a storm between my conflicting emotions of happiness and dread.

"When they approached nearer I could see that they were bearing something. It was very, very strange for railroad men to stop the train and carry something to the house in this manner late at night. I never heard of the like before. Trains travel too fast to do this sort of thing for diversion. I concluded it must be something awful. One of the men approached with his lantern, while the rest stopped inside of the gate, fifty yards away. Their voices were low and solemn. The man who came up appeared startled when he saw me at the post. The rays of his lantern enveloped him in a weird circle of light, bounded by the terrifying darkness around. He paused before me and said in his rude and reserved way:

"'We run over a man down there, and we carried him inside the gate.'

"Great God! could it be Martin?" That was my first thought. I stammered out:

"'Who is it?'

"'He was tryin' to git on the train an' fell under the wheels. Poor fellow! They say it is—but I don't know him. He is terribly mangled up—all cut up—dead in a minute. They said, I believe, it was Martin Dunbar.'

"I screamed, and fell. I knew no more, until they told me Martin was buried. For a long, long time I lay betwixt life and death. The shock was awful. In one brief moment all the world became a desert to me. My heart was blasted. There was no star to guide me by night, no oasis to afford me a resting place across the boundless desert. The record of my life is nearly made up, Katie, and God knows best what afflictions are necessary for the heart. I loved Martin too well."

Auntie sobbed until her very frame quivered with emotion. The breaking forth of her pent-up sorrow seemed to do her good. It was a sort of dead sea, that swallowed up the Gomorrah of her heart.

Katie was sobbing as if her young and tender and susceptible heart would break. Auntie's sorrow was hers for the moment. The two women, one whose heart was as the written page, and the other, whose budding nature was fresh as the bloom of the morning rose, mingled their tears in one common sorrow—made so in Katie's case by the possession of the facts.

There was no one to molest them. The sad autumn winds whisped through the cypress trees like the unintelligible talk of friendly angels. The owl had flown across the field to the woods, and now

his melancholy hoot came gently upon their unheeding ears. The darkness of the night was kept out of the little room by the light on the broad table.

After awhile Katie got up and walked across the rag-carpeted floor to the old-fashioned clock on the mantel. She paused before it, her feelings partaking of a strange and inexplicable terror. Without any allusion to the sad romance of Auntie, she said:

"It is ten o'clock, Auntie, and we should go to bed."

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## SHALL THE PEOPLE OWN THE RAILROADS?

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BY JAMES L. EDWARDS.

I am not a little interested in the articles written by Cyrus Field Willard, labor editor of the *Boston Globe*, captioned "Shall the People Own the Railroads, or?"

According to the interstate commerce commission, there were 168,402 miles of single track railroad in the United States, June 30, 1891. During the year ending June 30, 1891, the increase of track mileage was 4,805 miles. If the same rate of increase has been kept up since that date to January 1, 1893—one year and a half—the total mileage would be 175,609 miles, and including double track, it would be safe to say that on January 1, 1893, the railroads of the United States would be 176,000 miles.

We are told by the same high authority that the 168,402 miles of railroad are valued at \$9,829,475,015, or \$60,942 per mile. If, therefore, we add 7,207 miles of road built between June 30, 1891, and January 1, 1893—one and a half years—we have 175,609 miles, and by adding 391 miles for double track, the sum total, as I have stated, would be, in round numbers, 176,000 miles, which at \$60,942 per mile, would swell the sum total of value to \$10,646,192,000.

Mr. Willard asks, "Shall the People own the Railroads or?" "Or," what? I suppose, "or" not.

If the people should "own the railroads," I suppose Mr. Willard's idea is, that the people should purchase them. I can see no other way for the people to obtain possession of them.

If the people, that is, the government, should propose to buy the railroads, the question arises, how is the money to be raised with which to pay for them? The only way the people, that is, the government, can obtain money is to coin it, print it or borrow it. It is practically impossible to coin the required amount, \$10,646,192,000. It might be printed on paper, but if such a vast sum were printed it wouldn't be worth two cents on a dollar, and the owners of railroads would not receive it. Hence, that way of raising the money must

be dismissed. Could the people, that is, the government, raise \$10,646,192,000 by taxation? What would the government tax to enable it to purchase the railroads? Tax who? O, the people; only the people can be taxed; only labor pays taxes. Labor supplies all the revenues. Could the people pay the tax required to buy the railroads?

But, says some one, let the government issue bonds and sell them and raise the \$10,646,192,000 in that way, to purchase the railroads. If the government were to issue bonds to the amount required, no one having money, in all the world, would touch them. The mere proposition would be the death knell of the enterprise.

But, is there not still another way of getting at the matter? Couldn't the people elect a congress—house and senate—and a president, who, acting in concert, would pass a law to issue the bonds, and then compel the owners of railroads to accept them, worthless as they might be? Possibly, but that would be perpetrating a fraud of stupendous proportions. Would the people be likely to unify for such a purpose? Scarcely. If the people "shall" own the railroads, something must be done to pay for them.

The interstate commerce commission state that for the year ending June 30, 1891, the gross earnings of all the railroads amounted to \$1,096,761,395, and that the operating expenses were \$731,887,893, showing a difference of \$364,879,502. Suppose the government, that is, the people, should say to the owners of the roads: "We will take the roads and pay you, annually, the surplus earnings, in which case it will require about thirty years to liquidate the debt." In reply, the railroad owners might say, "All right, but in the meantime you must pay us interest on \$10,646,192,000, at 4 per cent. Here would come into prominence the fact that the interest on the debt would exceed the earnings, \$60,968,178; as a result, the people, that is, the government, instead of paying off the debt, would be going into debt annually, to the amount of \$60,968,178. As a result, the only way the people could own the railroads would be to confiscate them; order out the army and take possession of them. In that case the people would violate the constitution, the republic would disappear and an odious autocracy would take its place.

According to the statistics of the interstate commerce commission, there were employed on all of the railroads in the country, June 30, 1891, 784,285 men. I will assume that on January 1, 1893, the number of employes is 800,000. "As affecting the railroad men as a part," is it to be presumed that the people will load themselves down with a debt of \$10,646,192,000? Would the people, or the general public, as a whole, deem it prudent to enter upon such a scheme? At the mere suggestion the financiers of the world would stand aghast, and labor, in contemplating the burden thus imposed upon it, would throw up its hands and swear that its back was broken; because, as labor pays everything, like old Job, it would curse the day in which it was born, and sigh like a cyclone, for a return of Egyptian bondage when the Pharaohs built the pyramids.

Now, I recognize the greatness of the Brotherhood of Locomotive Firemen. I have trained with it on many occasions. It has largeness of soul. Its heart is great and throbs responsive to all liberal and philanthropic ideas. The members of the brotherhood, receive, on an average, about \$2.00 a day, which enables them, by the exercise of great economy, to barely make both ends meet, and I doubt if they would favor a scheme by which the government would load itself down with a debt of \$10,646,192,000 and an annual interest debt of \$425,847,680, for the great and blessed privilege of working for the government.

Taking Mr. Willard's view of governments, why should locomotive firemen or any other railroad employes want to work for the government, when Mr. Willard refers to the "shameless debaucheries of state and municipal governments, and yes, the national government itself?" Why should railroad employes desire to work for such debauched employers? Wouldn't these "shameless debaucheries" control the railroad service, since Mr. Willard confesses they taint everything else?

There are those who are the advocates of paternalism, the centralization of all power in governmental officials. It is the simplest form of government. The Czar of Russia isn't bothered with legislatures and congresses; when he wants anything he takes it. He fixes pay and hours of work; he owns everything, including the people. He assumes divine right to rule; the people, his subjects, have as many rights as beasts of burden—no more. Even in Germany, if a man, a subject, speaks his mind unfavorably of the emperor, he goes behind prison bars in spite of the Reichstag or courts, and already in this favored land the torture of Iams for indicating hostility to Frick, is held to be the right thing to do, and the shooting of a Pinkerton is held to be treason against the state, and yet there are those who would place all railroad employes in the grasp of the government.

The idea has been set forth that railroads should be operated as armies are managed; that men should be enlisted and uniformed and brought under military regulation, and if the government should own the railroads, what more probable; indeed, what more logical than that employes would be subjected to military discipline? And suppose a poor employe should be discharged, what would be his chances to obtain another job? From the moment of his discharge, he would be like Cain, a wanderer in the earth, until he could find employment somewhere where the government could not touch him.

Those who are familiar with government employment know full well the character of a government boss. Of all creatures, they are the most odious, and the smaller the boss the more arrogant and detestable they become.

But this paper is already too long, and still the subject is not exhausted, and, with the permission of the editor of the MAGAZINE, it may be further elaborated in succeeding issues.

## THE SPECULATIVE MARGIN, AND THE NATURAL PRICE OF LAND.

BY WILFRED P. BORLAND.

I had decided to pay no further attention to Mr. Ward's peculiar economic theories, but those later effusions of his contain some points which it seems necessary for me to note.

That is a very just remark of Mr. Ward's concerning the inaccuracy of many of the so-called economic laws, but he should not, therefore, allow his weakness for large and indiscriminate generalization to lead him into the error of including in the category of inaccurate laws, those self-evident truths upon which the science of political economy is founded.

Those laws to which Mr. Ward's criticism applies are secondary laws, or imperfect deductions from the primary principle; the primary laws of political economy are self-evident truths with which it were as idle to quarrel as with the law of gravitation.

There is a law of physics which says "motion follows the lines of least resistance;" this law was obtained by direct observation from nature; it is a law of nature which is never for a moment lost sight of in the practical operations of the science of physical dynamics.

In strict analogy with this law of physics, we have the primary law of political economy: "Men seek to gratify their wants with the least exertion." This law is obtained by direct observation of human nature; it has all the force of an axiom and must always be taken into consideration, and kept continually in view, while deducing those economic principles calculated to be given practical application. There are several economic laws which are obtained from this primary one by direct inference; that is, the mind instantly perceives their truth without being compelled to resort to the ordinary processes of reasoning; they flow so naturally from the primary law that their truth is instantly perceived, and it might, indeed, be said that they are but the statement in another form of the primary law.

The law of supply and demand is one of these; the law of rent another, and that so called "Gresham's law," to which Mr. Ward takes exception, is another. What is this "Gresham's law?" Why, it is merely the statement, in another form, of the primary principle of political economy. It is a mistake to call it "Gresham's law;" the law is as old as human nature itself; Gresham did not discover it, he merely formulated it, and applied it to monetary science. What does the law say? Why, it says merely that "a superior and an inferior currency cannot circulate together; the inferior will drive out the superior." What does this law mean? It means just this:

We will suppose a community which employs wheat as a medium for conducting its exchanges and paying its debts; we will suppose

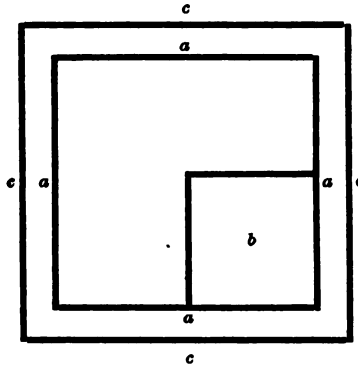
that, by the exercise of its sovereign power, the government of this community declares that henceforth chaff shall be legally recognized as having the same power as wheat in all exchange transactions. What follows?

Why, if the intellectual perceptions of the members of the community lead them to attach a greater value to the wheat than to the chaff—a circumstance which we can easily imagine would be the case—they will make their exchange, and pay their debts with the chaff and keep the wheat. In other words, the inferior currency (determined always by the intellectual perceptions of the users) will drive the superior from circulation. The truth is self-evident; the members of the community are but obeying the dictates of that great principle of human nature, which is the fundamental law of political economy, and which says that “men seek to gratify their wants with the least exertion.” The law is indisputable, and Mr. Ward cannot produce a particle of evidence to show that it has been abrogated for a single instant, either in France or elsewhere. But what are we to deduce from this? Is it true, then, as the monetary scientists tell us, that the wheat is the only proper currency, and that in order to secure a proper exchange medium we must discard the chaff entirely? No, we need believe nothing of the kind. By a rational construction of the law, we get just this:

As soon as men shall have courage enough, and honesty enough, and good sense enough to do so, they may employ the chaff exclusively for the purpose of making their exchanges, and thus obey the method of nature by satisfying their wants with the least exertion. Herein lies all the error connected with the so called “Gresham’s law.” The error lies in its application, not in its truth; the truth of the law is unimpeachable; its application is a disgrace to humanity. Thus it is with those other primary laws; they have been distorted and twisted from their true intent, and by illogical and imperfect application, they have been made to serve the selfish instincts of the few while oppressing the many. Men who, like Mr. Ward, are incapable of distinguishing between the subjective and the objective, have all along supposed that their oppression issued from the laws, and have foolishly attempted to deny them, when, in truth, their oppression is the result of an imperfect application of the laws. When this truth shall be once fully recognized, then will the period of emancipation for the masses be near at hand.

It may be true, as Mr. Ward says, that there are very few single taxers who have the most remote idea about what the terms “speculative margin” and “economic rent” really mean, but so long as the statement rests wholly upon Mr. Ward’s unsupported assertion, I hope I may be permitted to doubt it.

I shall endeavor to explain the meaning of the term “speculative margin,” as used by single taxers, and in order that I may not incur the charge of using abstruse language, as well as to insure clearness of illustration, I shall employ the mechanical method and refer my readers to the annexed diagram:



The square bounded by the lines  $a$  represents an area of land sufficient in extent to supply the wants of a given community, and the natural margin of production rests at the lines  $a$ . The area represented by the square  $b$  is withheld from use; and, as the demand is for the whole of the area within the natural margin and the square  $b$  lies within this area, the supply of land sufficient for the wants of the given community is just to that extent restricted. The demand being for the whole of the area within the natural margin, and the supply being thus restricted, the community is necessarily forced to have recourse to land lying beyond the natural margin in order to supply its wants. An unnatural or "speculative margin" is thus created, which settles at the lines  $c$ .

The condition herein shown is precisely such as governs our land supply to-day; it is the condition we single taxers have in mind when we use the term "speculative margin," and I must insist that we know exactly what we mean, Mr. Ward to the contrary, notwithstanding. Now, let us reason a little upon this condition.

Every parcel of land within the lines  $a$  has a natural price; the amount of which price is estimated by the relative advantages of the land as compared with land situated at the natural margin. Now, by reason of the extension of the margin to the lines  $c$ , a new relation is established; the advantages which operate to give value to land are no longer estimated by comparison with land situated at the natural margin, but by comparison with land situated at the "speculative margin." An unnatural rent is thus created which we term "speculative rent," to distinguish it from rent proper, or rent arising by reason of the free operation of natural laws. Just how much of our land values are natural, and how much "speculative," it is impossible for any power short of omniscience to tell; the fact of the existence of the square  $b$  destroys the possibility of arriving at anything more than approximately correct conclusions. But, from our knowledge of the operation of the law of supply and demand, we are warranted in inferring that our land values are much greater than they would be if allowed to arise naturally. We are also warranted



in making the assertion that, providing the area represented by the square *b* is forced into use, the "speculative margin" will be destroyed, the margin would adjust itself naturally at the lines *a*, and the rent of all lands within the area bounded by these lines would adjust itself to the new relations and be correspondingly reduced. We may indicate our authority for arriving at this conclusion by means of an illustration, thus:

Here is a product—no matter what—call it wheat; there is enough to supply all the demands of the community, and if supply is allowed to adjust itself naturally to the demand, we are justified in saying that the price for wheat under these conditions is its natural price. But some "Old Hutch" is allowed to restrict the natural supply by withholding a portion of it from the market. Supply being thus rendered inadequate to the satisfaction of demand, the price of wheat immediately advances to an unnatural or speculative point, and we are now justified in saying that the price of wheat is a speculative price. This speculative price attaches to all the several grades of wheat; even supposing only the best grade has been withheld, the poorer grades advance in sympathy with it. Now, by forcing the supply of wheat which is thus withheld upon the market, the speculative price of wheat is at once destroyed and the price of all grades of wheat assumes the natural level. Now for a tangible illustration as connected with the land question: It is well known that the state of Michigan has been, and still is, a great lumber producing state. Not many years ago the pine supply was near at hand to the Saginaw Valley, and it became a great centre both for the manufacture and sale of lumber. But the area of land from which was derived the pine timber supply has been all the time receding, and the Saginaw Valley lumber manufacturers are now compelled to resort to the Upper Peninsula and the Georgian Bay district in order to secure timber to supply their mills. Situated in the Lower Peninsula, and convenient to the Saginaw Valley mills, is a vast tract of virgin pine, sufficient in extent to supply all the demands of the market for some years to come. This timber is owned by one of the millionaire lumbermen of the state; it was secured years ago at a small cost, and now, merely to gratify the whims or the greed of its owner, is withheld from use. The natural supply of pine for the Saginaw Valley district is, just to this extent, restricted, and the margin of production for pine timber is thus forced to settle in the Upper Peninsula and the Georgian Bay district, and thus becomes a "speculative margin." It can easily be imagined that the withholding of this land from use has the effect to increase the price of pine timber to a point above what it otherwise would be, not only of that which is withheld from use, and all other timber within the natural margin, but also of all timber lying in the area between the natural and the "speculative margin;" and it is a correct inference that if the timber spoken of is forced into use, the "speculative margin" will disappear and the price of pine timber in the Saginaw Valley market will be reduced to its natural level. Thus, the single taxpayer's definition of the term "speculative margin" is a logical deduction from the law of

supply and demand; we do not seek to deny any of the self-evident truths of political economy, either directly or by implication; we acknowledge the truth of all these primary laws, and insist that they be given perfect application. We say if the laws are good for the few they are also good for the many. Let them operate without restriction.

When Mr. Ward talks about the natural price of land as if it were a verity, he is talking foolishness. No man can tell what the natural price of land is. Natural price is a price which arises under the free operation of natural laws, and as the cause essential to the stated effect does not exist, the effect cannot exist. We are not justified in deducing natural effects from unnatural causes. The "*selling price of a Kansas or Texas farm*" (with the emphasis upon the *selling price*), bears about the same relation to its natural price as the quadrature of the circle does to actual fact. Mr. Ward imagines I do not understand his position, because, as he says, "he branches off into an argument concerning production and the cost of production." I have not the least doubt but my argument was "all Greek" to Mr. Ward, but will he kindly inform us how there can be any rent where there is no production? Can't you perceive the connection, Mr. Ward?

It is very evident that the terms "margin of production" and "natural price" are very foggy and poorly understood by Mr. Ward, at least, as is evidenced by his insisting upon leaving out of the question "any discussion as to production or its cost relatively in different locations." Why, Mr. Ward, to attempt a discussion of rent with the question of production left out, would be like attempting to play Hamlet with the ghost or Ophelia left out.

A person who is capable of asserting that the terms "margin of production" and "natural price" "have reference to a condition of affairs which have nothing to do with rent or the land question," is so poorly equipped for economic discussion as to render it almost a waste of time to pay any attention to him.

Mr. Ward's labored argument is all knocked in the head by his own admission that "all lands will become of the same value providing they will produce as much an acre." Eliminate the question of locality, if you wish; how are you going to eliminate rent from land which produces twice as much as other land by the same expenditure of labor? According to the new political economy that is to be done by competition. I would like to understand how there can be any competition, in any true sense of the word, between producers, one of whom secures his product at half the expenditure of labor which the other one does? Also, what authority there is for the assumption that the demand for a product should cease to be an active force in determining its price, even supposing the cost of transportation to be entirely eliminated?

When Mr. Ward has studied Mill enough to be able to understand him, his criticisms will appear to much better effect. I have not the space to attempt the task of clearing up all the ambiguities in Mr. Ward's criticism at this time, and will merely say that whenever it can be shown that any producer will continue to produce when the price of his product is insufficient to cover ordinary wages and inter-

est, then the theory that the lowest cost of production governs the price of the product will have some force.

Mr. Ward wants me to wrestle awhile with this proposition:

"Rent is a part of, and is included in the price of all goods sold."

Great Caesar! If the continued repetition of a proposition is any evidence of its truth, then I must concede the point. But, allow me to say that I wrestled with that proposition years ago when I first began the study of political economy; the logic of David Ricardo and Jean Baptiste Say convinced me of its error, and I have yet to meet with an argument of George C. Ward's that is complete enough to induce me to form another judgment.

In his second article Mr. Ward shows such a disposition to discuss matters from an erroneous standpoint, and such utter disregard of definitions, that it is really a difficult matter to tell what he is talking about. If Mr. Ward had attended to my definition of "natural price," he would have saved himself the trouble of introducing that illustration of the store rooms. No, the \$24,000 paid as rent does not increase the price of the goods sold. Why not? Simply because rent is not a part of price. The merchant is enabled to pay a yearly rent of \$1,200 because of the volume of his business, not because the natural price of his goods is increased by the payment of rent. A location where 100,000 suits of clothes or pairs of shoes may be sold yearly is a better location than the one where but 1,000 of such things may be sold, supposing price in each instance to be the same, and the larger rent which attaches to the superior location is but the recognition of this self-evident truth; the demonstration is obvious.

"How does rent rob and oppress the people?" This question is further evidence of Mr. Ward's neglect to attend to the premises of the argument and his inability to distinguish between the truth of a principle and its application. Whoever told you that rent robbed and oppressed the people, Mr. Ward? I am sure no thorough single taxer ever did so. Let me once more state the single tax position with respect to rent: Rent exists because of natural laws, and nothing which comes naturally can, of itself, rob or oppress the people; natural laws are all beneficent and for the good of humanity when given perfect application. The people are not oppressed because of the existence of rent, but they are oppressed because rent is made the means for private enrichment instead of being applied to its natural uses—the support of the social organism. It is not a question of the existence of a fact, but of the application of a fact.

Yes, the man who carries on business on his own premises has an income larger than the man who pays rent for his premises by just the amount of the rent, provided their business is of the same volume, and carried on at the same expense. But let the man who pays rent attempt to place himself on the same terms as to income as is the man who pays no rent by including his rent in the price of the goods sold by him, I am inclined to think he would soon discover his mistake. Did there happen to be no such a thing as a law of supply and demand which places it beyond the power of individuals to control price, only in so far as they can control the operation

of the law, then the philanthropic experiment of which Mr. Ward speaks might succeed. Mr. Ward would better study the action of this law in all its different bearings, before discussing economic matters much further. Until Mr. Ward decides to pay some attention to definitions, and thus avoid ambiguous expression, there is little use of attempting to reason with him. His jumble of words concerning Kansas corn and Pennsylvania coal is a mass of misconceptions which would take pages of space to straighten out. The logic which concludes that because Mr. Ward concedes that under the single tax "an addition to rent would simply be an increase of the tax," is of the best. It is logic which has all the certainty of a syllogism in barbara.

Mr. Ward should not allow his mind to become confused by the terms "rent," and "landlord." He should try and think of them separately. The question is merely one of the incidents of the single tax. It does not turn upon the existence of landlords, either in their individual capacity or collectively. The question is just this: Should society decide to absorb all rent by taxation what would be the incidence of such a tax? Would it be (1), upon the persons paying such tax (direct tax), or (2), upon the whole body of consumers of products (indirect tax)? By saying that "an addition to rent would simply be an increase of the tax," Mr. Ward maintains the affirmative of the first question. To maintain the affirmative of the second question the assertion must be "an addition to rent would simply be an addition to the prices which consumers would be compelled to pay for all products."

It seems to me that Mr. Ward prefers to criticise the single tax from an erroneous standpoint, and has no desire to free his terms from ambiguity. I pointed out some of the fallacies lurking in Mr. Ward's terms in an article which appeared in the MAGAZINE for August, 1892, and I asked him some leading questions bearing upon such fallacious expressions, a circumstance which he has found it very convenient to say nothing about. Also in my December article I called his attention to the inconsistency of attributing a destructive force to taxation with respect to bank circulation, and a preservative force with respect to rent, another question upon which Mr. Ward very discreetly says nothing. Perhaps Mr. Ward is like our republican friends who would have us believe that taxation is a force which may be made to operate in any given direction and perform any duty which suits the necessities of their argument.

I see that in addition to his system of political economy, Mr. Ward has entered upon the construction of a new system of ethics, and in connection with the fact I am moved to ask a question:

Here are two men having the same rights to the possession of an article of such a nature that but one of them may use it. Upon Mr. Ward's system of ethics, how would he go to work to allow the article to be used by one of these men while conserving the rights of both?

I hope Mr. Ward will see the necessity of understanding the single tax argument before attacking it further.

L F M 4 Mar 93

# MECHANICAL.

## CHARACTER.

BY WILLIAM WEILER.

Mr. Pray, in answering a fireman in regard to "the three most essential things" to "a man wishing to get up in the world," replies, his character, his reputation and his self-respect, and then specifies honesty, sobriety and truthfulness as separate items. I really think that a *good character* includes, at once, the cultivation of every good quality and the eradication of all evil traits. A man cannot have a good character unless he is honest; he will not be honest unless he is truthful; he can be honest and truthful but not sober, and lacking in this one thing (so highly essential in all avocations, and especially so in railroading) his character is not good in all its parts.

A man to be a *true success* ought to have a good character made up of sterling honesty, strict sobriety, unfaltering truthfulness, with a well developed sense of justice and a willingness to obey its dictates. A man of this character will be honest to his fellow-man, paying what is due, even if he has to forfeit some gratification of the senses to do it; he will be honest to his employers in giving them the best service he can render in return for demanding the best wages. His sobriety will keep his head clear for all emergencies—and while the word sobriety has been used in this connection, and is supposed to apply to the use of liquors, it would be better to use the word temperance now, and extend it to other things besides drink. A man may become intemperate in the use of other things, good enough in their place, but if over-indulged, very hurtful. Suppose a man has a light job, and presuming on that, he spends hours which he should devote to resting the body and mind, in the pursuit of pleasure wherever his fancy may lead; he pursues this course for weeks, months or years, coming to his work as a tired, peevish child, whom everything, no matter how trivial it may be, puts out of humor and makes it unpleasant for himself and his associates. Next to a drunken man, save us from a man who is not himself for loss of sleep and tries to make it up while at work.

Truth is a powerful lever to raise a man, for if every one can depend that everything said by him is true, he has achieved a great point and one of which he has reason to feel proud, and which will also give him a certain degree of self-respect.

Justice, when cultivated and practiced, will lead him to see what is due to himself and also to others, and will compel him to do it, even if it should require a self-sacrifice.

A man having these qualities need have no care for his reputation,

because that will take care of itself; and while a good character may at times be clouded and smirched by detractors and evil tongues, yet it will survive the test and probably shine out all the brighter after the smoke has cleared away.

A man having these qualities will be able to respect himself, for his conscience being at ease as far as his actions toward his fellow-man, he will be able to hold up his head with the best, and fear no man.

I, therefore, think that all may be summed up in saying, a good character is one requisite—and leave us to mention another thing, namely, knowledge; for a man having all the virtues and none of the faults of humanity, will be “only a hewer of wood and drawer of water,” unless he has knowledge to help him. He ought to have at least, a good common school education to start with, and not be content with that, but continue his studies, no matter in what branch of trade or commerce he may be engaged. In this fast age of progress, many trades and avocations which were unknown to our fathers, have sprung into existence and gained an unforeseen prominence; and in those that have been established for years, the changes and improvements made by the onward march of progress, have been so many and so varied that only the most alert and vigorous can hope to keep step in the advance, while the idle and sluggish must surely be left behind.

A good character and a knowledge of his business in all its branches, still needs another thing—a chance—to show what it can do. Sometimes these chances come by favor, sometimes by long continued and apparently unnoticed service, and sometimes they never come, or slip by unperceived. To secure these chances it may be necessary to cultivate a trait of character sometimes utterly neglected, and which has no doubt proved the one thing lacking in many men's career, and that is, the power to make and keep friends. A man may be honest, true, sober and just, and have all necessary knowledge, and yet surround himself with such an air of coldness or unsociability as to preclude any approach to a close acquaintance and to a display of his good qualities. As such, they pass through the world with their good qualities unknown and unrecognized and without being shown the chance or chances for the exercise of their capacity.

The list as I would make it is: A good character, a knowledge of your business, and a chance.

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We hear so much now-a-days about faith cures, but it was not of the ills of the body of which I started to write, but of the faith which we used to place in block signals, and of which we have been almost cured by the ever recurring accidents and disasters that occur on roads which boast of having the best block signals out, which are to render accidents impossible. We are led to inquire, What is the matter? Are the inventors of the country balked in the attempt to make a safe system of signaling which shall prevent the destruction

of life, limb and property? We believe there are systems enough now to guard the roads if they were applied and properly managed, but when roads wake up to their responsibility and look for something the first item to be considered seems to be, "Is it cheap, and can it be run by cheap help? As a result we have roads run by block signals which block or permit passage at the will of the operators, who may or may not be alert or awake, or who may be engaged in other (to them) more important matters, and look upon the safety of the road and its patrons as a secondary affair. These operators are employed, not because they are young and inexperienced, but because they will accept the terms offered without demur, and thus have a chance at last to prove that "Penny wise, pound foolish" people are not all dead yet, but live and have a say in some of the most important interests in the country. The lessons of this winter written in blood and re-echoing with the cries of the wounded and dying, cry aloud for better safety appliances and better attendants than are generally placed in charge and it is no wonder that the brotherhoods of the land, standing as they do in the front rank of danger, demand and expect to have laws which will serve to better protect them and those intrusted to their care. In a number of states boards have been formed which will try to have suitable laws enacted looking to this end, and it is hoped that the good work thus begun will be continued until crowned by deserved success.

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## PRACTICAL TALKS TO YOUNG ENGINEERS.

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BY L. B. MOORE.

No. 3.

The practice of economy in locomotive management, and the practical operation of devices that have been adopted from time to time to reduce the operating expenses in the locomotive department, has been the source of much anxious thought among master mechanics. Still, but little change has been made in the locomotive in the past twenty years with respect to reducing the waste of fuel and energy; the extension front and brick arch being the only improvements whose utility is generally recognized.

It seems to be the order of the present period to experiment with compounds, and when we consider the fact that but a small percentage of actual energy is controlled and utilized, we may hope that the efforts in this direction may be successful in the near future. But, in the interval, we should make the best use of present opportunities. A conscientious regard for the best interests of our employers should actuate us to the practice of economy, not only in the use of fuel, which is the largest item in the expense account, but in the use of

all other supplies and material with which we are furnished. Our superior officers can set a limit upon all supplies with the exception of coal; in this we are in practical possession of the field, to save or waste as we will. There is no trouble for some engineers to practice the most rigid economy in their personal habits and home life, but in demonstrating it in locomotive practice they are miserable failures. In considering the economical combustion of coal, Mr. Boone, for many years in charge of motive power on the P., F. W. & C. R. R., stated, at a meeting of the Master Mechanics' Association, that the only solution of the question was to provide sufficient boiler room and grate area, leaving the rest to the intelligence of the fireman. There is much in this, there being no question but that both engineers and firemen, thoughtlessly perhaps, are responsible for more extravagance than they are aware of. In your experience as fireman you have noticed that on the same run, under the same conditions, more coal was used when with one engineer than with another, no better time being made. In noting this you were satisfied that the cause didn't rest with you; now that you are promoted, you have a chance to put some of your theories, as a fireman, into effect. Don't forget, become careless, and leave her down at 10 inches when you could do the work in the 6 inch notch, simply because you don't have to stand the back ache, as in former days. You may possibly have had an experience something like this: In pulling out of a station your engineer would leave her down in the corner "among the oil cans," just to hear her talk, until out of hearing of the boys on the side tracks. You didn't have time to look up for fear you would lose your fire, and on your arrival at the end of your run you found the flues leaking badly. Now there was more fuel used that time than was necessary, and it cost something to caulk those flues, to say nothing of the general wear and tear incident to such punishment.

We are all liable to lose sight of the value of small things; one extra scoop of coal more than is necessary isn't much of itself, still it is a unit of waste, and the aggregate of these units in the course of a year would surprise you. Then, taking all the engines on the system where you are employed in the same ratio, and you would cease to wonder why railroad officials are spending so much money in experimenting on compounds. But you will say that engineers cannot prevent this waste of fuel by firemen. You certainly can. Show your fireman not only what you wish done, but how to do it; he is working under your instructions, and your experience has been such that you are competent to instruct him. Obtain his confidence and respect, give him to understand that you are working in his interests, and that it is necessary to his future welfare and standing to practice strict economy in all things; he is as ambitious to succeed as you are, and is looking forward to the goal which you have just reached; don't be arbitrary with him, he is human like yourself, and can be just as mulish.

How should a locomotive be fired to obtain the best results with the least fuel?



Here is a query which, unfortunately, cannot be answered positively; with one kind of coal you obtain good results, with another you do not; this engine may be fired in one way, that one in another. Of course there is a cause for this, but we must consider conditions as they exist, and, if they can't be remedied, make the most of them. There can be no rule to guide you other than your judgment of requirements. I think that there is much extra labor performed by the fireman in getting up and down from the seat box to the deck. He probably thinks it rests him to sit for a minute, but there is more exercise involved in the act of climbing up and down than would offset what little rest he gets; besides, he is liable to fire too heavy in order to get this interval of rest. The rule that I found to be the best, was to make the least amount of coal cover the greatest space possible; to fire the light spots in the firebox instead of putting coal in each corner regardless of the necessity for it, and to use the back damper instead of the front one, for the reason that the speed of the train, in addition to atmospheric pressure, cuts the front of the fire when front damper is up, and more fuel is consumed with no better results.

[To be continued.]

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## ECONOMY IN THE USE OF SUPPLIES.

BY WILFRED P. BORLAND.

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Among some excellent papers treating upon some possible economies in the railway service, which appear in the January number of the *National Car and Locomotive Builder*, is one by Mr. T. W. Gentry, Master Mechanic of the Richmond & Danville railroad, that will be especially interesting to locomotive men. Mr. Gentry's paper treats of the economical use of oil, and he describes a system in operation on his road which, it seems to me, is so near perfection and so worthy of imitation that I reproduce his description:

1st. After giving the matter careful consideration we were enabled to decide just how much of each of the several oils to allow a certain class of engines for a given run, and arranged the capacity of supply cans accordingly, making a small allowance for emergencies.

2d. We do not allow engineers or firemen to draw supplies for their engines, but have a reliable man whose duty it is to examine oil supply cans and supply boxes, and satisfy himself that they are all right and in good order. He then measures the oil left over in cans, if any, and gets a printed form from foreman filled out for the account allowed, less what may be left in cans, and if none in the cans, then the full amount allowed, and locks them in the supply boxes, placing the supply box keys in a lock box in engine house for the purpose, the key to which is kept by foreman in day time and watchman at night, and to whom fireman has to report to get them; thus preventing the possibility

of an engine leaving the engine house without regular quantities of supplies, or trouble in getting them after storehouse has closed, etc.

3d. Oil cans for the several oils are standard shape and size, and supply boxes are standard size, and arranged accordingly, and the supply man quickly detects a missing or defective can, and replaces all leaky cans at once with repaired cans, which he keeps on hand. He examines all engineers' hand or feed cans, and cleans out and keeps to regulation size the end of long spouts, not allowing any broken spouts, or those with enlarged holes in ends to remain on engines, and provides good stopples for oil cans, a regular stock of which he keeps, and also provides strainer funnels for the valve and engine oil cans, to prevent lubricators and long spouts getting clogged up.

4th. This same man examines the tools and equipment of each engine upon arrival, and reports all missing or defective, and provides new or repaired ones to replace them. He also looks after the signal lamps or markers, and fills cups and replaces wicks; also supplies cups or burners that are out of order, and locks all tool boxes and disposes of the keys as in case of oil supply boxes. Engine-house men are not allowed to use oil cans, tools, or any supplies or equipment of engines lying over in house.

5th. All oil cups and oiling devices on our engines are standard for their respective places, as to size and capacity; those with feed regulators are of course adjustable; but our engineers are encouraged to work as near alike as circumstances will possibly admit. All oil cups with fixed feed are exact duplicates in every respect, and the adjustable feed screw-heads and jam-nuts, etc., are of exact standard size, enabling engineers to easily manipulate them with one small wrench, and leaving no excuse for failure to watch and set correct and economically feed oil.

Mr. Gentry's evidence is that this system has given the best satisfaction after a trial of several years, and that he appreciates the situation is shown by the very just remark that "We were convinced some years ago that the excessive consumption of oils on engines was not altogether the result of extravagant use of them by engineers and firemen," and he very justly attributes the greater part of such excessive consumption to a lack of proper system in drawing and handling supplies, loss by leakage, etc.; also improper attention on the part of men in engine house to their duties in regard to cleaning out oil holes, freshening up packing, etc. I have often thought that there might be a great saving in this direction by means of a definite system, and an abolition of the hap-hazard methods of handling supplies which so generally prevail. Most master mechanics, when they attempt a reform in this direction, proceed upon the theory that the engineer and fireman are entirely responsible for the extravagant use of supplies, and that the circumstances which would lead to their more economical use lie entirely within the control of engineers. Hence they imagine they are doing all they possibly can in this direction by laying down a few arbitrary rules which enginemen are expected to follow regardless of facilities for so doing, or they limit the quantity of oil issued to each engine and leave the question of proper tools for the successful handling of the limited quantity of oil to be fought out between the enginemen and the understrappers in the engine house. It is a pleasure to know that there is at least one master mechanic who has a just appreciation of the requirements of the situation. A system much in vogue a few years ago for insuring economy in the use of supplies, was that of awarding prizes for the best showing on the mileage reports. This system still prevails, I believe,

but not to the extent of former years. My experience with it (which I will own is limited, being confined to one road) is that it is a delusion and a snare. I recall one instance of an engine being credited, upon the performance sheet, with a mileage somewhere within the neighborhood of 40,000 with a consumption of but two gallons of lubricating oil. It is unnecessary to say that the engineer was working for the prize, and managed somehow to steal enough oil to keep his engine running, and make this showing. It would be interesting to have the opinion of some of the Richmond & Danville firemen as to the practical workings of Mr. Gentry's system; it must be pleasant to be relieved from the burden of looking after the supplies, taking care of the markers, signal lamps, tools, etc., and quarreling with the tinker about fixing broken and leaky cans and lamps.

I am of a philological turn of mind; I love to ferret out the meaning of obscure words or phrases; a new phrase is a sweet morsel for me. It can be imagined, then, with what delight I perused Mr. Knapp's "Some Questions," as I discovered in them an entirely new phrase, "momental inertia." I must confess that with all my philological enthusiasm, I am stuck on that. Will Mr. Knapp kindly relieve my anxiety by telling me what he means by "momental inertia"? Another assertion of Mr. Knapp's has attracted my attention—he says: "Of course the earth don't move." I was aware of the fact that the Reverend John Jasper, who has the honor of laying down the proposition that "De sun do move," was a resident of the south, but I did not know that he was a resident of Mr. Knapp's neighborhood, or that Mr. Knapp was one of his converts. I have long had a desire to know by what line of argument the Rev. Jasper supported his proposition, and as Mr. Knapp seems to be familiar with it will he please satisfy my curiosity?

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### THE ECCENTRIC QUESTION.

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MR. EDITOR:—It seems that some of the correspondents of the Mechanical Department have formed the idea that I am sadly mistaken as to an eccentric being a circle within a circle. Some learned gentleman has replied to my answer to "Combustion," which appeared in the December MAGAZINE, and says that mine is not at all a correct definition of an eccentric, bringing in Webster and M. N. Forney for proof of same. I am well aware of the fact that the definitions of Messrs. Webster and Forney are correct, but I do still say that a perfectly equipped eccentric is a circle within a circle. Neither Webster nor Forney have said anything to the contrary that I can see. I say again, that while an eccentric does not make exactly a circle, it is deemed by the majority of engineers a circle within a circle. The learned gentleman who replied to my article, and who,

for some reason, forgot to sign his name—not, I hope, for fear of contradiction by some one more enlightened than myself on this point, but through haste, probably—says himself, after contradicting my definition: “An eccentric will be found to be a true circle turning inside of another true circle, and obtaining its motion from the difference between the centres.” Now if the gentleman will kindly explain for my especial benefit what a circle within a circle is, I will then unfold to him a few practical questions as to an eccentric and its movements, that will agitate his thinking machine for a few moments and which may cause him to lose a few hours of pleasant slumber. I have never read Forney nor any other authority upon motive power; I speak from practical experience and personal observation. I have had no one to assist me in ferreting out these points but have arrived at all my conclusions unaided. Discussing different points on motive power is very good, but discussing them without experience is like singing a song without the air. Bear in mind, I do not write from theoretical but practical experience. I would like to write more upon this point, but as I have already used considerable space I will defer my argument until another time.

MERIDIAN, MISS.

*Thomas P. Knapp.*

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## HOW TO FIRE A LOCOMOTIVE.

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MR. EDITOR:—I was impressed with the article by Wilfred P. Borland, in the January MAGAZINE, “How to fire a locomotive,” because the method therein described is exactly my way of firing, since a short time after I began firing, four years ago.

I had no idea that any one else fired that way, except a few men who learned the road with me, and who were induced to follow my plan of firing, and I never knew one of these men who could not keep an engine hot from the start. As Mr. Borland says, I put one shovelful of coal in the left front corner, and one in the right front corner; as soon as that is consumed, which may be told by watching the stack and steam gauge, put one in the back left corner and one in the back right corner; then two through the centre of fire box; never using more than two shovelfuls at a time. Sufficient time should be given between each firing for coal to be consumed; in this way you can always tell where to place your coal, and keep a nice bright, level fire, which is essential to steam making; and you are relieved of the unnecessary work of using a scraper to level the fire with, which is detrimental to the fire, causing it to clinker when there is sulphur and iron in the coal. The secret of easy and economical firing is to fire regular, frequently, and a little at a time, the depth of fire depending upon how hard your engine is worked, and how fast you are running. An engine working very hard on a

hill, but running slow, requires very little coal; while on a level, working hard and running fast, she requires a great deal of coal. The coal record depends as much upon the way the engineer works his engine and carries his water as upon the fireman's method of firing. Working an engine as close to the centre as possible, and using full boiler pressure is essential to economy; but there is nothing that has so great an influence upon the steam pressure as the manner in which water is pumped into the boiler. Beware of the man who opens up his engine before shutting off the injector! you will always be hard up for steam with him. The injector should always be shut off long enough for the engine to get hot before commencing to work steam; then, as soon as she is cut back to where she is to work, put on the injector. It is also necessary to shut off the injector when running through dips and levels, just before reaching a rise; as the steam will go back as soon as the engine is given more steam for the rise, if the injector is left working. I contend that carrying water should be a part of the fireman's duty. I think he can show better results by keeping nearer the same steam pressure, and the right quantity of water in the boiler (which is all it will carry without working it, because the same heat will generate more steam from 500 gallons of water than from 400) than the engineer can. The engineer has so many other duties to perform, that often he does not give the steam gauge and injector the attention necessary to even steam; which is essential to the economical use of the boiler and flues. For the above reasons, I think firemen should be taught how to carry water.

KNOXVILLE, TENN.

*Richard H. Hart.*

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### CLINKERS.

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Did you ever notice how easily some men get into trouble? They seem to be constantly looking for it and they always get what they are looking for.

And then, again, did you ever notice how easily some men get out of trouble? They are either mighty good talkers or else they have an immense pull.

This world is indeed full of mysteries that are past finding out, and the man with the best record is frequently found at the bottom of the heap.

Here's one of the mysteries: Firemen on the Savannah, Americus & Georgia Railway are working for \$35 a month. That's pretty big pay, ain't it?

What in the world do they do with so much money? Just think

of a man drawing t-h-i-r-t-y-f-i-v-e great big dollars every month! Railroad companies are mighty liberal down in that country.

This practice of paying such excessive wages to ordinary workingmen is a bad one and ought to be stopped. The men are liable to contract extravagant habits with so much money in sight.

Speaking about extravagant habits, that habit of piling a half ton of coal into the firebox of a free steaming engine so as to get the chance of sitting down a few minutes, is an extravagant one.

The habit of telling when your oil cans are full by running them over every time you fill them, is another extravagant habit.

And the habit of keeping your clean waste tucked into promiscuous holes and corners about the cab is another.

Don't run away with the idea that you know it all; don't imagine that your way of doing things is the best way on top of earth; don't be ashamed to ask for information; don't be cranky; don't worry about difficulties that can't be helped. Always do the very best you can, and then, coming back to mysteries again, it'll be a mystery if you don't get to the front some time or another.

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### SOME THINGS TO REMEMBER.

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The following questions and answers are from *Locomotive Engineering*:

M., Frankfort, N. Y., writes: 1. Will you inform me if there is a rule for locating the pin of the link-saddle, or must we cut and try? A.—There is no rule. When the motion is laid down on the drawing-board the proper point of suspension for the link is found by trial. 2. Why will an injector not throw water against its own pressure of steam when the water is below the check? A.—The injector will throw water against the pressure of steam when the water is below the check. That it will not do so is a common delusion.

L. W. T., Nashua, N. H., says: Suppose an engine stood on the forward center with the steam-chest off, and the valve showed a port opening of  $\frac{1}{8}$  inch. Now, if I file off  $\frac{1}{8}$  more, not moving anything, and I do the same thing on the other end, and afterward move the eccentrics to give the engine the original  $\frac{1}{8}$  inch lead, what will the effect of the change be? A.—You have reduced the outside lap  $\frac{1}{8}$  inch, which will slightly reduce the scope of the engine for working steam expansively.

R. M. Y., Elizabeth, N. J., writes: I find that some locomotives have the rocker arm made with one end out of line with the other. I see no sense in the thing; why not make the two arms in line? A.—The offset is on the lower arm, and is made to put the lower arm at right angles to the center line of motion. The adjustment of the valve-gear requires this arrangement in some engines.

C. H. M., Joliet, Ill., writes: I have been trying to study out the working of compound engines and I can not get it through my head how they work. If you exhaust steam from cylinder A into cylinder B, the back pressure will be

sufficient to obstruct the piston in *A* cylinder to the extent of the positive work done on the piston of *B* cylinder. Where is the gain? *A.*—The piston in the low-pressure cylinder has from two to three times the area of the piston in the high-pressure cylinder, which permits the exhaust steam to perform a margin of useful work after the drawback of back pressure is considered. For instance: The high-pressure cylinder exhausts steam at 90 pounds. The area of the high-pressure piston is 314 square inches, so we have  $90 \times 314 = 28,260$  pounds pressure against the piston. The low-pressure piston has an area of 707 square inches. Then  $90 \times 707 = 63,630$ , the positive work done by the low-pressure piston, giving a margin of 35,370 pounds after the amount of back pressure is deducted.

Learner, Sioux City, Iowa, says: I should like to get a plain definition of a heat unit on a practical basis. *A.*—A heat unit is the amount of heat required to raise one pound of water at its greatest density one degree Fahrenheit. If you light a spirit lamp and put it under a glass flask containing one pound of water, and it is found that the temperature of the water is raised five degrees Fahrenheit every minute, the lamp has practically a capacity of five heat units.

Mr. G. A. Griffin, Biddeford, Me., asks: How the air gauge is arranged for the black hand to show one pressure and red one another, and this with one pipe. I have "Sinclair's Locomotive Engine Running and Management" and "Forney's Catechism," but cannot find it in either? *A.*—There are two gauges in one case and a pipe to each.

F. H. R., Philadelphia, writes: I claim that George Stephenson, the inventor of the locomotive, was the inventor of the Stephenson link motion, but some of the men in the shop say I am wrong. We decided to refer the dispute to you. *A.*—The link motion was invented by an apprentice in the Stephenson works at Newcastle, England, named Williams, and put into practical shape by a pattern maker named Howe, in the same works. It was applied experimentally to one of the Stephenson locomotives, and, to the surprise of the leading engineers of the time, it was a great success from the first. Stephenson had no hand in the invention. It is a mistake to speak of George Stephenson as the inventor of the locomotive. He was merely a prominent improver of the engine.

John Strouse, Bellwood, Pa., writes: Could you inform me if a Baldwin four-cylinder compound, high-pressure cylinder 13-inch, low-pressure 22x24 inch stroke, is equal to a simple engine 20x24 inch, both of same general dimensions? *A.*—In reply to this and several others of the same character, we append a letter from the Baldwin Locomotive Works on this subject: "The formula is the same in principle as that for calculating the tractive power of a single expansion locomotive. The formula for single expansion cylinders is: the square of the diameter of the cylinder multiplied by length of stroke multiplied by the mean effective pressure on the piston and divided by the diameter of the wheel. The result is the tractive power. For example: The tractive power of a 20x24 inch cylinder with 48-inch wheel and 100 lbs. mean effective pressure would be  $\frac{20^2 \times 24}{48} \times 100 = 20,000$  lbs.

"For a compound locomotive a formula on the same principle is used, as follows: Assuming the diameter of high-pressure cylinders as 13 inches and that of low-pressure cylinders as 22 inches, we have  $\frac{13^2 \times 24 \times \text{M.E.P.} + 22^2 \times 24 \times \text{M.E.P.}}{\text{diameter of wheel.}}$

= tr. p. The diameter of piston of driving-wheel and the length of stroke are to be expressed in inches. The mean effective pressure in the low-pressure cylinder must be arrived at empirically, and experience has shown that it may be taken at  $\frac{\text{M. E. P. in high-pressure cylinder.}}{2.7}$  In designing the engine, how-

ever, the diameter of the high-pressure cylinder is found by allowing a ratio of 3 to 1 in the proportion of the squares of the diameters of the pistons as near as even sizes will permit."

And here are some from *American Machinist*:

C. B. P., Raleigh, N. C., writes: Please favor me with a reply through your columns as to the following: Does the piston stand still momentarily when the pressure at one of its faces is equal to that on the other face until again taken up by the momentum of the crank-pin? A.—No; the momentum of the piston, rod, etc., causes it to move towards the end of the stroke. 2. I contend that at some part of the stroke the piston does stop, but others think differently; please settle the dispute for us. A.—Some contend that the piston stops at the ends of the stroke, others dispute it, but whether the piston stops at the ends of the stroke or not is of no practical importance or value whatever, and it seems to us that debates on this subject generally result in a waste of time.

—, Hamilton, Canada, writes: I would like to have a rule or formula for finding the thickness of the walls of a steam engine cylinder, one that will hold good under any pressure, and still give thickness enough after the cylinder has been worn and then trued up. A.—Multiply the diameter of the cylinder in inches by the steam pressure per square inch; also multiply this product by the constant decimal fraction .0001; add to this last product the square root of the diameter of the cylinder in inches multiplied by the constant decimal fraction .15; the result will be the thickness of metal in the barrel of the cylinder. To show the application of this rule we will work out the following example: What must be the thickness of metal in the barrel of a cylinder 49 inches in diameter; steam pressure 60 pounds per square inch? Here we have  $(49 \times 60 \times .0001) + .15 \sqrt{49} = 1.34$  inches for the thickness of metal. To this should be added say  $\frac{1}{8}$  inch, to allow for wear. 2. Does the governor of a steam engine control the number of revolutions per minute of an engine? A.—Within reasonable limits it does.

A. H. K., Allegheny City, writes: A. claims that a plug of given size will not pass through a ring of the same size. B. claims that it will. Who is right? A.—It is not certain who is right. We believe that Sir Joseph Whitworth claimed that a plug and ring gauge of precisely the same diameter, made of hardened steel, could not be put together except by the use of sufficient force to stretch the ring or compress the plug, or both. We are not aware, however, that Whitworth ever proved this, or that there can be any proof of it one way or the other. A plug and ring gauge can be made to fit each other so closely that they cannot be put together by hand dry, nor with any other lubricant than that which is of very fine quality, and even then the plug must be very skillfully inserted, and very quickly withdrawn without twisting it, or it will stick so tight that it will have to be driven out. Such a plug and ring are at least very nearly the same size, and, so far as we know, there is no way of proving by measurement that they are not precisely the same size, nor even that the ring is not slightly smaller than the plug, the metal being possibly slightly compressed or stretched as they are put together.

C. H., Watsonville, Cal., writes: We intend to put in a 4-horse power gasoline engine to pump water for irrigating purposes. The water is to be raised to a height of 15 feet. The pump is to be of the centrifugal type; what size of pump will we require? Some parties say that one with a 3-inch suction and 3-inch discharge is sufficient, and I say that it should have a 5-inch suction and 5-inch discharge. Who is right? A.—We believe your advisers are correct; in our opinion the engine will not handle a pump with a 5-inch discharge and raise water to a height of 15 feet. 2. What size of a pump will be required? A.—One that will raise about 600 gallons per minute to the required height. 3. I figure that the water will have to pass through the 3-inch pipes at the rate of about 2,904 feet per minute; is this right? A.—We do not see how you can get such a high velocity. The engine cannot run satisfactorily a pump that can discharge more than 600 gallons per minute. Each gallon contains 231 cubic inches, and 600 gallons contain  $231 \times 600 = 138,600$  cubic inches; this product divided by the area of 3-inch pipe, which is equal to 7.06 square inches, gives a speed of  $\frac{138,600}{7.06} = 19,631$  inches per minute, or  $\frac{19,631}{12} = 1,636$  feet per minute.



# WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER, INDIANAPOLIS, IND.

## THE MAGAZINE.

By this time our readers have had an opportunity to become somewhat accustomed to THE MAGAZINE in its new form, and from every side we hear words of praise and delight. The order of the B. of L. F. has a right to feel and express a pride in it. No other labor organization in the world has such an organ. It ranks with the best magazines of the day in its appearance and its contents, and it is destined to command even greater respect, and to wield even larger influence in the future than it has done in the past, although it has been a widely-recognized power for many years. It is a pleasure to read such a publication every month; it is a privilege to write for it.

With this number I enter upon my eleventh year as editor of the Woman's Department. Amid all the cares and duties that enter into every busy woman's life, through all the vicissitudes that are inseparable from existence, a portion of each month has been religiously set apart for this work. Wherever the travels of business or pleasure have taken me, during all these years, the Woman's Department has been my companion. It has become like an old familiar friend whom I should greatly miss if taken away. I have watched its growth and improvement as one would that of a beloved child. Its correspondents seem like personal acquaintances. Their letters have been written while they were girls and afterwards when they were wives and mothers. Their ideas, their experiences, their advice, have been always welcome, and, with but few exceptions, have been given a place in the MAGAZINE. I am very fond of women, very proud of their achievements, very tolerant of their faults. They have not had an even chance in the world. My best friends have ever been among women. Their love, their sympathy, their assistance have always been given freely and fully when they were needed. It is a happiness to me to extend a helping hand, to speak an encouraging word at all times. My keenest regret is that women sometimes fail to fix the standard high enough for themselves and do not live up to the best that they are capable of. The salvation of the world must come through its women, and there will be still a nobler race in the future than the past has seen.

Among the thousands of letters that have been received for this department, during these ten years, not one has contained an unkind word. Scores of private letters have been written to me, filled with expressions of love and confidence and commendation. Many women have offered their earnest thanks for the help they have received from the Woman's Department. Others have sent flowers and me-

mentoes of various kinds. My heart has been deeply touched, I have felt my unworthiness to bear so grave a responsibility and have recalled with sorrow the many shortcomings and imperfections in my part of the work.

We have appreciated the interest taken by the men in our corner of the MAGAZINE and we have to thank them for many interesting letters. Some which have aroused the ire of the sisters and called forth many sarcastic rejoinders, were written for that very purpose, as their authors explained in private letters. The communication signed "Kicker," which created the greatest excitement, was written by a bright woman who wanted to have some fun. She was gratified beyond her expectations, for the replies poured in for nearly a year, until we had to entreat our correspondents to desist, and finally fill the waste basket with their productions. Besides the amusement that it furnished it called out many sound and wholesome opinions on the relation of husbands and wives. The new regulations, shutting out anonymous communications, will deprive the department of some of its picturesque features, but will add others that are more desirable.

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## DRESS REFORM.

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The agitation of this subject has assumed serious proportions and its promoters have taken up the matter in a business-like manner. Heretofore the words "dress reform" have called up a vision of a woman in that ugliest of garments, the pantaloons, or the same thing in a modified form, called "bloomers." Against the introduction of either of these innovations there was an almost unanimous protest from both men and women. And yet there is an admission from many of the latter that a reform of some sort is badly needed. Since between three and four million women have entered various employments which require them to go out in all sorts of weather, there has seemed to be an absolute necessity for a more suitable kind of dress. Thousands of women, who are not bread-winners, are interested in many public matters, in charitable and reformatory work, in organizations of all sorts and in business which calls them out of doors a great deal. Women take more physical exercise than they used to, and, it may be broadly stated, that they entertain more sensible and independent views on many things than did those of past generations. All of these classes of women realize the many serious disadvantages of the present mode of dressing.

But it has seemed important that there should be no sacrifice of beauty or harmony, as had been the case heretofore when any reform in dress had been attempted. It is natural and right that women should take a proper pride in the adornment of the body. They are

the conservators of the beauty and grace of the world, and anything should be deplored which would render them less beautiful or graceful; it is a question, though, whether the prevailing styles, as a rule, do not take from rather than contribute to these qualities. Probably the missionary who has done the greatest amount of good in the direction of reforming the faults of woman's attire is Mrs. Jenness-Miller, editor of the magazine *Dress*, and a lecturer of wide repute. She has shown that it is possible to dress according to the best rules of comfort and health without sacrificing beautiful effects but rather enhancing them. Women of fashion have not in many years been dressed as comfortably as now. The shoes are low-heeled, the stockings long, the underwear warm and neatly fitting and the numerous and cumbersome skirts have been discarded. There is much to be desired, however, in the outside dress and the wraps, which have nothing to recommend them but a certain picturesqueness.

When it was announced a short time ago that trailing skirts were again becoming fashionable, it did not seem possible that our women, having experienced the comfort and convenience of short dresses, would put them on, but here they are, sweeping the sidewalks to the disgust of all cleanly people and to the ruin of the garments themselves. The skirts are too scant for modesty or convenience, the sleeves too large to permit the wearing of a wrap. The World's Fair is approaching, which all the women in the country will want to attend. It will be a time of heat and dust and crowds beyond anything we have ever experienced. Are our countless thousands of women going to this exposition dragging their trails in the dust or adding to their burdens by carrying them about? Are they to wear a clinging skirt which will not allow a pocket? Are they to increase their exhaustion with a glove-fitting waist that requires the "snuggest" of corsets? And, as if to crown the folly, the fiat has now gone forth that that abomination of abominations, the hoop skirt, is again to make its appearance. Imagine an army of women at the World's Fair arrayed in crinolines! The managers should see that they are refused admission at the gates. In England a society of distinguished women has been formed to use their influence against a renewal of this vicious fashion, and the Princess of Wales has been appealed to, to pronounce against it. It is fervently to be hoped that American women will refuse to adopt it, and yet, judging from the past, we cannot feel sanguine. At the last meeting of the great Woman's Council in Washington a committee was appointed to consider the subject of dress, the more especially in regard to the costumes that are to be worn at the Columbian Exposition. They have reported in favor of four different styles, all short enough to fully escape either dust or mud, loose waisted, provided with plenty of pockets and yet very pretty and tasteful. A number of women already are having their dresses made which they expect to wear in Chicago next summer, and we venture the prediction that those who adopt something like the above will be regarded with envy, before the season is over, by those who are trying to "do" the exposition in garments made

in the extreme of fashion. In no other direction do women have so large an opportunity for exercising individuality, independence and good judgment as in this matter of dress; and while, to avoid being conspicuous, it is advisable to follow in a measure the prevailing styles, this should never be done at the expense of health, comfort or convenience.

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## HERE AND THERE.

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Johns Hopkins University, one of the most distinguished in the country, has received an endowment fund of half a million dollars to be used for a medical school. This sum is entirely the contribution of women, over three hundred thousand dollars of it being the gift of Miss Mary Garrett. The terms on which it is made are that women and men shall share alike in all the advantages of the school. If at any time there shall be any distinction made between the two sexes the money reverts to Miss Garrett or her heirs. This is a splendid act and stands out in beautiful relief in contrast with the thousands of dollars which have been given by women, in the past, to institutions whose doors were closed to women. As women become more thoroughly interested in obtaining equal rights and privileges in all things for those of their own sex, they will place their money and their influence where they will help to bring these about.

In the death of Gen. Benjamin F. Butler the cause of woman has lost an influential friend. He was always an advocate of woman suffrage and, as Governor of Massachusetts, made an effort to secure it for the women of that state. He was instrumental in securing an act of congress giving woman lawyers the right to practice in United States courts, and in many ways defended the sex. George William Curtis, who passed away a few months ago, never failed to use his voice and pen in advocacy of equal rights for men and women, and advanced some of the strongest arguments ever made on this question. John G. Whittier, who died recently, was, during all his long lifetime, an earnest champion of the franchise for women. In all of the eulogies that were pronounced upon these men by the orators and the press of the day no reference was made to this part of their work, but after the cause of equal rights has been gained their historians will take pride in relating their share in bringing it about.

The New York Sun, in discussing the question of women's work, advises them to seek employment where they will come least into competition with men. As men have monopolized about all the work of the world except that of the household, the Sun would have



women confine themselves principally to that. This advice comes too late, as women have found that they can enter into competition with men and still hold their own pretty well. They are apt to be governed in their choice of a vocation by the same two considerations that influence men; they select one that is best suited to their tastes and that offers the best pay. There would be just as much sense in advising men to select from one or two or a half dozen occupations. Let women choose the work they prefer and then give them a fair chance.

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Dr. Buckley, editor of the New York *Christian Advocate*, who has fought with unceasing hostility the admission of women delegates to the Methodist general conference, makes the brilliant argument that the fact of women having long hair shows that it is intended they should be in subjection. The Baltimore *Methodist* wants to know what he has to say about the short-haired women of Africa? We would like to ask why it was, then, that Samson lost his strength as soon as his hair was cut off? Also whether, if men should let their hair grow and women should keep theirs short, the men would then be in a state of subjection and the women become the rulers? In other words, do men rule with their hair or their heads.

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New York is to have a convention to revise her state constitution, and both branches of the legislature, at the suggestion of Governor Flower, have passed a bill providing for a representation of woman suffragists among the delegates. This will be the first instance on record where the women of a state have had a voice in making either the constitution or the laws under which they must live.

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## TO OUR CORRESPONDENTS.

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For the past two months we have given positive notice to our contributors that we should no longer use contributions which were not signed by the writer's real name. Notwithstanding this notice the usual number comes to hand this month either without the correct signature or with the request not to publish it. Our orders are explicit upon this point and there is nothing to do but consign them to that much talked of waste basket. This is done with regret in some instances, as several of them are very interesting. Among these may be mentioned those of "Moree," The Dalles, Oregon; "Girtie," Burks Falls; "Cora," Delphos, Ohio. There were also others of merit. We hope our writers will feel sufficient pride in this department to take such time and pains with their work as will make it worthy of their own acknowledgment. We have stated several times that we

do not want letters, but articles or essays upon some particular subject. We trust Mrs. T. A. O., of Chicago, will send us something of this kind in place of her letters of this month. Let us hear from our old contributors who have sent us so many readable communications in the past. It is a matter of regret that Mrs. T. W. D., of Trinidad, Col., did not grant permission to publish her private letter to the editor. Her commendation of the course of this department is very pleasant to hear, and her arguments for larger rights for women should be placed before our readers. We suggest that Mrs. D. write an article on that subject for our Woman's Department.

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#### OUR PRIVILEGE.

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Jean Ingelow says of woman's rights: "I don't approve of them at all. We cannot have rights and privileges, and I prefer privileges. We lose our privileges when we demand our rights." Let us look for a moment at these words from the pen of a woman. What a pity! "We cannot have rights and privileges." Every word of this is gospel truth, but what follows? "And I prefer privileges." I wonder if Jean Ingelow knew or thought of the feeling of sadness and pity these four words would bring to the hearts of hundreds of noble women who are devoting their time, their talent, their brains and their energy for the advancement of the human race. Had she realized how they would sink into the hearts of those who read they would forever have remained unwritten. A distinction is here made between rights and privileges.

We are always a little suspicious of those who enjoy privileges. A privilege does not represent a right. Take for instance the saloons which exist simply by conferred privilege, or the gambling dens or houses of ill repute. Privilege is a right given. Webster defines it thus: "A peculiar advantage or right." Right means that which is just or correct. Privilege is something which can be conferred and usually conflicts with the rights of others. The license system is an example of this. We will look at Bouvier's definition of license. He says it is "a right given by some competent authority to do an act which without such an authority would be illegal." Let us never forget that our rights can never be conferred, never!

"Yet we lose our privileges when we demand our rights." How many women, I wonder, would be willing to lose their privileges in order to obtain their rights? Methinks their names are legion.

A paper was handed me a few days ago which contained an article on woman suffrage. One paragraph read thus: "The woman knew whereof she spoke the other day who said, 'The only right I want is to make my home and husband happy.'" Can this be done? Is it possible? Can a home be made happy when only a few blocks away little children are crying for bread, or a wife trembles in terror at a drunken husband's approach, or a mother sits weeping over an only boy who has wandered astray? Have we then come to regard this matter in such a narrow, selfish light as this?

Further on she writes: "Why should we ask for rights?" Ah! here is the point, and this is a question scores of women ask each other daily. In my work since June I believe I have been asked this question hundreds of times. We are going to reply to it, first objecting to it on the ground of principle. *Why* should we ask for rights? We ask for our rights because we are denied them. We are not asking for something we already possess. Even if this gov-

ernment was a government of the people, by the people and for the people, which it claims to be, we would still demand our rights because they belong to us, and no man has a right to deprive us of them. Let every mother read the age of consent law which protects the man but makes an outcast of the girl. Let her look upon the dramshops, let her stand and see the rum-seller deal out the liquid fire which consumes the soul of her boy, degrades his manhood and sets his brain on fire. Let her enter the gambling room and perhaps see her hard-earned dollar staked upon a card, and where sin and mirth hold high revelry. Let her look upon the statistics which show that twenty thousand girls become prostitutes every year in Boston because of poorly paid wages; no alternative between starvation or ruin. Let her visit the factories in the United States where four million children are employed; yes, let her mind dwell but for moment upon the awful crime of child-labor which blights this nation and which society allows to exist. Let her review the laws in regard to property and pensions and see how unjust they are, and lastly let her think of the nine million mortgages in this country, of the two million men out of work, of the five hundred thousand tramps, and of the aggregate debt of twenty billion dollars. Let every woman think of these things; of the cause and the remedy. We must reason from cause to effect. We cannot have an effect without a cause.

Here is a wonderful effect. Truly there is a wonderful cause somewhere. I want the women to think of all these facts and then see if they cannot answer the question, "Why should women be allowed to vote?"

MURPHYSBORO, ILL.

Ida Orrell.

[The editor has taken the privilege of using the writer's name without her consent, which perhaps she has no right to do. We think, however, that Miss Orrell can have no objection to admitting the authorship of such excellent articles as she furnishes to the Woman's Department. We ask pardon if we have offended.—Ed.]

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#### A GOOD MOTHER.

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"Mother" has been a theme for writers and orators for ages. Sons and daughters have proclaimed her goodness and virtue and benign influence in song and in story, and in "living marble." And yet it seems to me that I may add a few words in defense and in support of, and in an effort to honor the good mother. There are mothers, no doubt, unworthy the name; whose every impulse and maternal act is a protest against the burden which maternity imposes; and while we may not feel like bestowing praise on these I think that many of them are fit objects for our pity. But it is not of these that I wish to write. In these days when a woman's "sense" is estimated by the number of children she *does not* have, it seems to me that the *good mother*, the one who bears her burden willingly, cheerfully, gladly, and rears for the world healthy, intelligent and moral men and women is worthy of special encouragement and the outspoken commendation of all *good* people, and I think I had better add, sinners also. Unless something is done to make good, strong, hearty and intelligent babies "fashionable" the protection of the "infant industry" will soon take on a new signification. And I am ready now to declare that a bounty on the production of good, moral, sensible, educated and useful citizens is about as commendable as a bounty on sugar. Speaking of pensions, it is my belief that the woman who gives to her country four or five desirable citizens is in every way as much entitled to a pension as many now on that honored list. My thoughts at this time turn to a woman to whom the recurring years brought



eleven children, five only of whom were permitted to arrive at man's estate and had, up to last advices, to put it in its least egotistical light, "successfully evaded the penitentiary." Let us pause a moment and think of the battles fought, the trials, the privations, of being separated by miles and miles from the home of her birth, from the friends of her girlhood, isolated in the "far West," with work, sickness, death, meager income and still untold sorrows, and who will hesitate to say she is worthy of a pension.

"Home is where the heart is," it has been said, and it is needless to add that the heart is always with the good mother. While mother lives and holds domain over her own hearthstone, we shall have a home. No matter what our conditions or surroundings we feel that we are going home when we go to mother's; and when mother is gone how homeless we shall feel. No more home-going, no more "court of last resort" when all our plans for happiness, or wealth, or position have failed. Mother's arms return the embrace, and mother's lips receive the kiss we fain would bestow on a loved form gone from life, and on mother's breast we lay our heads when the tears *will* come, and we feel, in spite of years, that we are only helpless children. Indeed we are *always* children to mother. Mother won't tell. Mother won't say—aye! she won't even think, that we are foolish and childish for giving way to our grief.

But I will close. I thought I might pay some fitting tribute, some slight testimony to the memory of the good mother. I find the task beyond my mental powers of delineation; but were I the great recorder of lives well spent, and it was given me to inscribe to the memory of woman the most sacred, exalting and loving tribute, I would grasp the eager pen of fame and quickly write athwart the iridescent page in characters of gleaming glory,

SHE WAS A GOOD MOTHER.

OMAHA, NEB.

A. A. Tucker, (Friar Tuck.)

[An excellent article, one which will meet with a quick response in many hearts. There is no love on earth to be compared to a mother's—free from passion, pure, unselfish and unchangeable. It clings the closer when all others forsake, and it endures to the end of time. The loss of a mother takes something out of life which it is not in the power of the world to replace.—ED.]

## HENRY LEWIS ALBERTE.

### ONLY A FIREMAN'S SON.

Two years old, only two years old,  
Yet the little elf is worth his weight in gold.  
He takes the household all by storm  
With his baby ways and caresses warm,  
Father and mother, uncles and cousins,  
Friends and relations by the dozens;  
Grandpa and grandma and Aunt Mary  
All dearly love this darling baby.

Two years more, just two years more  
And baby Harry will then be four,  
But our love for the sprite can ne'er grow  
stronger  
As the months roll on and the years grow  
longer.

"I am danma's feetheart and danpa's boy,"  
He says, with his heart brimming over with

WASHINGTON, IND.

joy.  
Aunt Mary and uncles Henry and Lon,  
To each one he says, "I love oo, too."

We love him far dearer than millions of gold,  
This little shaver just two years old.  
Oh! who could harm this baby fair,  
With his sweet dark eyes and his sunny hair?  
Who could lessen the innocent joy  
Of this little, prattling, two-year old boy?

Every night, e're he goes to rest  
He clasps his small hands above his breast,  
And though he cannot fathom the prayer  
He asks God to take him under His care,  
And the angels hear the words simply told  
By this little darling just two years old.

Mrs. Henry B. Jones.



## DEDICATED TO THE UNITED BROTHERHOOD.

BY MRS. J. D. HOLMES.

A Savant old, and gray, and learned,  
 Sat dreaming alone, as his fire burned;  
 He saw the primeval earth as it stood  
 When the Divine Creator pronounced it  
 "good."  
 He saw the elements stored within,  
 For the weal or woe of coming man;  
 All cold and still, and darkly confined  
 Till released by Progress and Labor com-  
 bined.  
 Bearing commission from the great "I Am,"  
 To eliminate, fashion, combine, and name,  
 And make of the earth, as He intended it  
 should,  
 A place meet for visits of angels and God;  
 On divine behest those angels two  
 In joyful obedience quickly flew.  
 Then the vision showed the earth grow bright,  
 And the future dowered with work and light.  
 Twin angels leading in worthy zeal,  
 Myriads wearing the badge and seal,  
 The royal insignia of heaven  
 Showing man's dominion o'er nature given.  
 They touched the crude material of earth  
 And raised it above its intrinsic worth,  
 In the inky blackness of the dark coal mine  
 Of radiant light they found the sign:  
 Elementary principles one and the same,  
 In charcoal darkness and the diamond's  
 flame.  
 He saw inventions new and sublime  
 PORT LAVACA, TEX.

Far down the misty ages of time;  
 And hosts of workers still wearing the seal,  
 Moving shovel and spindle and wheel;  
 Saw the black-throated engine sweeping  
 along,  
 It's shriek and whistle an exulting song,  
 The wreathing smoke, as incense given—  
 Sturdy labor's ovation to heaven.  
 Ye stalwart heroes! Ye bear the key  
 To royal manhood's highest degree,  
 Since ye follow the heaven-descended one  
 Known as Joseph the carpenter's son;  
 Who poured contempt on idle pride,  
 And all true labor sanctified.  
 Brave boys! the Savant's dream is true,  
 And the breath of God has power over you—  
 Transformed in a moment, from blackness,  
 I ween—  
 You'll stand in the glory of diamond sheen.  
 Then heed not the narrow taunt, nor fear  
 The half-bred aristocrat's puny sneer;  
 Still honor invention, let not pride and disdain  
 Make you antagonize brawn and brain.  
 But alive to oppression, be on time with the  
 stroke  
 That will grind to powder grim capital's yoke;  
 Of God's mingled life cup freely quaff—  
 Shun the deadly draught of the golden calf—  
 Creators as well as consumers are you,  
 And the world must honor where honor is  
 due.

## WOMAN'S WAY.

Thanksgiving has passed, Christmas is coming and perhaps ere this meets your eyes, New Year's will have passed by and left you with your baskets full of useless remnants of the old one that, while they should have been blended into a beautiful pattern, have only been thrown carelessly into a heap. Good resolutions, unfulfilled hopes, thoughtless actions, cruel remarks, all tossed together with no system or difference.

I hope this New Year will bring better results to us all. Good resolutions may be kept; there is no reason why they should not. And hopes are some times fulfilled, if it is the exception rather than the rule. It pays to try. Try until you are perfect in any one calling and you will be called up higher. No one is ever doomed to live long beneath himself in the estimation of those who are the best judges of one's merits. A person may, like the little girl, wish that some one would give others the power "to see me as I myself see," but that power is seldom given. On the other hand, all the real worth seldom goes unrewarded.

No matter how long and dreary the rainy day is we know the clouds must break away and the sun shine through at last. We have only to be patient and wait, to be ready when the sunshine has come to improve each shining hour. Not by turning the house inside out at the expense of nerves and mind, truly, but in any and all useful and convenient ways that good sense and present comfort will admit. We should never be too busy to be comfortable, or too weary to be patient and sweet-spoken.

The earliest recollection I have of my mother, the very first impression left on my baby mind, was one of fragrance and beauty. My mother stopped to

point out to me the cause of a delicious, sweet fragrance that seemed to fill the forest where we were, and to tell me that it emanated from a beautiful, large, white flower in a green tree near by—a magnolia. Every detail of that scene is painted on my mind at this writing, and yet two years had not rolled over my tiny head when the incident happened. Dear mother, now at rest in the home of the blessed, your after life in all its bearings was ever as pure and fragrant in good deeds, as was fair the lovely scene then shown me.

How little we think of the consequences that may result from the smallest action on our part toward the sweet little lives entrusted to us. There is so much in life that is hard and bitter, that we should try to bring out all the sweet fragrance in the childhood of our little ones.

Home is the haven of rest that is given us here, typical, they say, of the great home beyond the pearly gates. Be this as it may, the home here is nearest the throne, nearest to wearing a crown, that all good women may ever attain. Our homes are our kingdoms and should be ruled with a royal sceptre. Truest nobility is gentleness and love, a perfect woman, a noble man. The sacredness of home, the honor of woman, the love of offspring, hold society together now and give us all there is of happiness in life. Who would be willing to let fall one of the minutest threads that hold the loyalty of man to his own fireside, who could but honor him for his allegiance to his own family, who could but despise him for any lack of truth and honor that he could bring to its inmates.

Women should be the last ones to speak lightly of home, love or marriage. While she may be able to maintain her independence, to make all the money she wishes, be elected to fill the highest offices, there will be times, if she is truly a woman, when the friendly shelter of strong arms, the tender clinging of baby hands, the longing for a quiet nook in her own home, will be more to her than the wealth of the world.

*Irene.*

FORT WORTH, TEXAS.

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#### CORPORAL PUNISHMENT.

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I have been asked several times to give my opinion on corporal punishment. I consider this a grave question to handle; what would be applicable and necessary in the management of one child might be ruinous policy to adopt with another. The child's nervous temperament and physical health must be considered. Children are frequently born with deformed and unnatural dispositions.

The children whose parents are habitual tobacco users are usually born with nervous temperaments. The moral sensibilities of such children are sometimes blunted by the tobacco habit of the father. Whiskey may produce the same effect on some children, but I believe that it is an undisputed fact that tobacco smoking paralyzes the brain more surely than drink. Now the question arises, has the parent the right to inflict corporal punishment upon a child who is willful and disobedient, if the parent is, in part or whole, the cause of the child being born with an uneven temper or inclination to be stubborn and rebellious?

This brings up the question of who may and who may not be parents, but we will not discuss this at present; we are considering whether we may strike our child a blow. In answer, never in anger. We must govern ourselves before we can successfully govern our children and no blows should be inflicted until the laws of love and reason have been exhausted. It is an absolute necessity for the child's good that he be taught obedience, and who shall assume such responsibility but the parents. We, as children grown, are held responsible for our obedience to the laws of the United States. If we violate them we are punished, not by blows unless we are sent to the penitentiary, but some

form of punishment is meted out to us. Even criminals do not question the right of the law abiding citizens to punish the lawless man. If children are not taught to obey their parents is there not great danger that they will be troublesome citizens when grown?

In view of all these facts, if I had a child who would not obey me, after patiently trying every other means to control him, I would coolly, quietly and dispassionately spank him because I loved him and had his future welfare at heart. There are some children in my own city whose mothers I would like to spank. Children are to be pited who are born to parents who know no more about training them than a big mosquito does. The *Express*, which I have just been reading, contains an article entitled, "Killed by Bad Boys." A young girl teaching school had some bad boys in her charge. She appealed repeatedly to the school board for assistance, but as the board were the fathers of those bad boys, she did not receive it. She finally decided to take forcible action in the matter, and after a particularly bad outbreak, tried to use a ratan on one boy. He rebelled and other boys came to his aid and blackened the teacher's eye. That night she was found stretched across her bed dead, an empty vial of morphine lay beside her and in her hand this note: "I am tired of teaching bad boys."

Those boys needed corporal punishment badly. This is what the editor of the *Express* says: "Here are some boys who ought to be buried alive. That is, holes should be dug in the ground deep enough to let them in up to their necks, so they could be fed till they got old enough to know how to behave themselves. If hogs should come along and eat off their heads the world would be none the worse for it." And I would add, their fathers should be buried in front and facing them.

*Pebble.*

MURPHYSBORO, ILL.

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#### THE CURRENT COIN OF POLITE SOCIETY.

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Whenever a kindly or considerate act is shown you, my dear, be always careful to say that magic index to good breeding—"Thank you." Certainly you say it to the man friend who has given you an evening of amusement at the theatre, or the concert, or who has taken you to and fetches you from a friend's home. To whom else should you say it?

To the maid servant who hands you your letters, who makes a special point of keeping your room in good order, and who, remembering that you liked certain things placed in a certain way, was careful always to do it.

To the stranger who holds open the door for you, to the elevator man who saves you climbing so many stairs, to the man who gives you a seat in car or omnibus, and to anybody, in any station of life, who shows you a courtesy of any kind.

We are apt to be very stingy with our thanks; to accept things entirely too much for granted, and to believe, in having courtesies shown us, that they are only what we deserve. Now this is the wrong way of looking at it, and some day it will serve that girl right—that girl who believes that the good things of life in the way of politeness are hers lawfully, and that without any effort on her part they can be retained, will discover her mistake. You can never be too generous with thank-you's; they are the current coin of polite society, the circulation of which tends to make everybody more eager to do unto others as they would be done by. No girl makes a mistake who has a thank-you always ready. It is the index to a good character and a loving heart. Politeness is golden, and thank you is the coin which passes everywhere and is recognized by all.



# THE MAGAZINE.

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EUGENE V. DEBS . . . . . Editor  
F. W. ARNOLD . . . . . Manager  
W. N. GATES . . . . . Advertising Agent

MARCH, 1893.

## LADIES' SOCIETY OF THE B. OF L. F.

In writing of the Ladies' Society of the B. of L. F. we cannot do better than introduce the following communication, addressed to the late convention of the order, held at Cincinnati:

*To the Third Biennial Convention, B. of L. F.:*

SIRS AND BROTHERS:—We, the representatives and grand officers of the Ladies' Society, would like to lay before you a few items in connection with our order. We are a little over one year old and have fifteen lodges in good working order with a total membership of about 308. We are very anxious to see a lodge organized wherever there is a B. of L. F. lodge, and would beg of you when you return home to use your influence with your wives, mothers, sisters and daughters to organize, and we will be only too pleased to send out the work and all necessary information.

Wherever there is an auxiliary, the B. of L. F. members know the benefit, and also the good it can and is doing.

We feel that much good can be done by your wives and mothers in regard to the young men of the order, by providing amusement and welcoming them into your homes, and we know the young men who are far away from their homes and friends would appreciate it.

We would also ask you to use your influence with the editor of the MAGAZINE to allow us space once a quarter, for our directory. Please give this your careful consideration. Thanking those members who have assisted us in the past, I remain

Yours in behalf of the Ladies' Society.

MAUDE E. MOORE, Grand Secretary.

The communication was accepted and adopted by the convention, and the request of the grand secretary of the society was ordered to be complied with.

Manifestly, a ladies' auxiliary society, in connection with the Brotherhood of Locomotive Firemen, could be and would be a force and a factor of great benefit to the brotherhood, as is set forth in the preamble of the society to its constitution and by-laws, as follows:

The Ladies' Society has been organized for the purpose of rendering assistance, and to encourage the Brotherhood of Locomotive Firemen in their good work, extending the hand of charity and helping each other in time of need, and to elevate our social and intellectual standing. It is the aim of our society to cultivate a spirit of harmony, to promote sociability, and to draw into friendly and affectionate relationship the lady members of the families of the brotherhood; hence we have adopted as our motto—

FRIENDSHIP AND CHARITY.

The MAGAZINE desires to express its unqualified indorsement of the Ladies' Society. It approves the aims and ends in view, and expresses the hope that a lodge of the society will be organized at every point possible throughout our entire jurisdiction. The women, God bless them, are ministering angels, loving and sympathetic, smoothing rugged pathways, drying tears, inspiring hope in hours of trouble and despondency. Their presence is light and joy amidst afflictions, and the Brotherhood of Locomotive Firemen ought to have and may have, by proper encouragement, for every lodge of the order, a Ladies' Society to help on every good work. Let the good work of organization go forward.

## NO MORE ACKNOWLEDGMENTS IN THE MAGAZINE.

Several pages in the MAGAZINE, in the past have been devoted to acknowledgments of various descriptions, which have only a local and individual value, about which the brotherhood at large takes no interest whatever.

Let it be understood, once for all, that the Brotherhood of Locomotive Firemen pays its debts promptly and in full, and there is no more use or sense in devoting pages of valuable space to recording the items that make up the sum total, than there would be in recording the fact that firemen pay their debts when due, and in giving the particulars.

These acknowledgments are stereotyped statements, made up chiefly of the same complimentary phrases, well enough in themselves, but neither necessary nor required in conducting the fiscal affairs of the order, and since they require space, which is virtually thrown away by publishing them, they will, in future, be discontinued.

## THE TEMPERANCE MOVEMENT.

MR. EDITOR:—Will you kindly allow me space to explain more fully to the many readers of your journal the real nature and objects sought in this White Button movement? It has been my good fortune in the last few years to be honored often with invitations to meet in lodges, divisions and in large union meetings of the various orders of railway men for the purpose of making familiar talks. The more I became acquainted with the workings of these orders,

the great good that was being done, the wonderful uplifting influences of the teachings of the rituals and the restraining power of the lodge and division rooms, the more I have become interested in the success and welfare of each of the orders with which I have been permitted more or less to mingle. The wonderful work they have done in elevating the *personnel* of their members has always been to me a matter of constant surprise and pleasure. Scarcely any topic touched upon by me in any of my talks before these men has ever received more hearty applause than that of the temperance work already done. "Sobriety" has become one of the cardinal words and doctrines of every class or brotherhood in the train service. No words can measure the good your orders have already accomplished in this direction. Will you and your thousands of readers pardon me if I come close home to each one and say I wish the orders would go up still higher? Almost the first page I turn to when your monthly journals come to hand (for you all honor me by sending me a copy of each) is the one that shows the suspensions and expulsions, and my heart aches as I read the names and the causes that lead to the dread necessity of the expulsion of a brother from either one of the orders. Often and over and over again have I asked myself, "Can not some way be devised by which these men can be saved to the brotherhood, to themselves and to their families?" This anxiety has cropped out in the free and easy talks I have had in our meetings, and as I said above, this point in every address I have thus far made before these railroad men has always been received with such hearty approval that I have felt that this feeling should be crystallized and made permanent in some way if possible. After much study and reflection this idea of the "White Button" suggested itself to my mind. Acting upon this I made a contract for 10,000 of these white railroad temperance buttons in May last. The next question was, how shall these buttons, meaning "Railroad Temperance Association," be distributed to the railroad men of this nation, and who shall wear them and what should it mean to wear one? After thinking it all over I came to the conclusion that it would not do to attempt to *sell* them, for soon it would be hinted that Mr. Coffin was on the make. The only way was to *give* them *freely* to every man in railroad service that would wear one in good faith, no matter how much it might cost me. This disposed of the first difficulty. The next question was, Who should wear them? Every man in railroad work who wanted his personal influence to make for temperance, especially among all railroad men, no matter whether the wearer had ever drunk a glass of liquor or not. The button on his coat says to every brother railroad man, whether of his own order or of another,

or of one outside, "My judgment is that railroading and liquor drinking do not mix well either on or off duty, and this white button says my advice is to every man to keep away from the saloon, and my influence by this white token is against drinking in every and all forms and at all times." This, then, shows who should wear the white button, and almost fully answers the last question, What does the wearing mean? But it means more. While as I most fully believe a great majority of all the members of each order are to-day practically thorough going temperance men, and are anxious to have every brother, both in and out of the brotherhoods be like themselves, yet we are compelled to confess to ourselves there are many who have for years, perhaps, been accustomed to drink moderately, but feel that they would like to quit, and resolve to themselves over and over again that they will. They see that the habit is growing upon them. Its chains are being wound around and around them until it seems almost impossible to refuse the invitation of a brother to take a social glass with him. Such men, as the scores of letters I receive from them from all over the nation, and from members of every order, say they want the white button on the lapel of their coat as a "reminder of the resolution formed," and as a signal given to a brother who would otherwise ask them to take something, that they are done. No real brother will ever ask a white button man to violate the good faith he has made with himself and every other railroad man in putting on this badge showing his principles.

May I not then ask if it is not the most reasonable thing for a temperance man in railroad work, who is a thinking, level-headed man, who has seen the dire effects that come from drink, to wear this at all times both off duty and on; this little white silent but potent monitor and pleader for the highest manhood, for home, for wife and for child? No one as well as you railroad men yourselves know of the positions lost, of the promotions checked, of the want and suffering to family that have come to many an otherwise grand and noble brother from this one cause alone. Could I not in truth go even farther and ask if any one outside of your own selves ever can realize the number of true, faithful, temperate men that have gone down under the awful crashings of collisions and wrecks that have had their initial point from a clouded brain caused by a drink too much of some brother on another train or in some position responsible for the action of trains? Then again. How easy it is when the poor, faithful, mangled man is dug out from under the wreck, for the officials to intimate that the responsibility for the accident rested with the man that now can not defend himself; that he was



under the influence of liquor. But who would dare do this if the white button of temperance was found on the crushed and shapeless body?

Would it not be a glad day to the railroad men of this nation if every man who is in any way in railroad work, and especially those who have any responsibility for the safety of trains, was heart and soul a white button man? The past year has been a fearful one to hundreds, yes, thousands of railroad men. Almost every day the press teems with accounts of wrecks and collisions. How many of these brave, faithful men have met their death through some neglect or misunderstanding of an order by others because they were not at their best, and this because of indulgence in drink? Perhaps none can ever tell. The standing rule on all time cards is, "In case of doubt take the safe side." In regard to drink we all know there is a safe side.

Now this white button movement is not from any outside pressure. It is one taken up by the railroad men themselves. Its success depends entirely upon them. There are earnest temperance men in every division, in every lodge and on every road. These men have the best good of their brother railroad men at heart. These men put on the white button and let it plead for temperance. They may not be very forward and free to say much, but the button speaks volumes. Most of these men will have an extra button or two to give to a brother who will wear one. This one becomes a silent missionary for the same good cause, and he will have with him also a few buttons to give to others who will wear them in good faith. Already, since May last, I have had 50,000 of these tokens made, and to-day over 40,000 are being worn by men in railroad work in every state and territory and in Canada.

I have estimated that it will cost me some \$5,000 or more to furnish these white buttons for the railroad men of this nation. I have already paid out \$1,300, and never was money spent more freely or willingly. As all know, I am not a rich man. What little I have has come from hard years of toil on the farm. I can spare the amount necessary to complete this work and still have enough to finish out the life that has already reached its three score and ten. I am only your servant, gentlemen and brothers, to furnish these white tokens that mean so much to every railroad man and to his family. There is not a man however true and temperate himself but is more or less in danger if a brother railroad man running against him on another train is in the habit of using strong drink, and this is why the expression just used has its force, viz: means so much to every railroad man and every such a man's family.

But I should certainly beg pardon for so long an article. I don't know when to stop

when on this subject. It means so much. Oh! the hundreds of poor fellows that drink has not only lost them their jobs, but the position lost, they have become discouraged and have gone down, down, and still down, until all has been lost.

Brothers! if indeed you will allow me to so address you, will you permit me to be your servant and helper in this matter? God knows, and I trust you all know, I have but one motive, one desire in all this work. I want to serve to the best of my ability the railroad men of this nation. Safety appliances on freight cars, Sunday rest and the blessings of temperance is not only the wish of my heart for every railroad man in America, but the object of the labor of what few days I may yet have on earth.

Most Respectfully,

*L. S. Coffin.*

FORT DODGE, IOWA.

#### THE CAUSE OF DEBT.

In the November issue of the MAGAZINE there appeared an article captioned, "Debts and Spot Cash," from the pen of "Pebble," of Murphysboro., Ill., which, I think, is worthy of the serious consideration of all laboring men. "Pebble" says: "Away back some where there was a first cause." I agree with her. There was a first cause; and as I see it, that cause is the superstition of intrinsic value in money. The laborer has been educated, all through the ages, by the idler to believe that nothing was money unless it possessed what the idler was pleased to call "intrinsic value"—that is gold and silver, because the idler thought these two commodities were scarce enough that he could control them and thereby control the value of all products. But lately silver is becoming more plentiful, and is losing its "intrinsic value" in the eyes of the idler. The dollar, regardless of the material of which it is composed, may be compared to a warehouse built to store labor and labor's products in. As evidence of this, the material in a silver dollar is more valuable than the material in a hundred dollar bill; yet the law says that one hundred times as much of labor's products may be stored in the bill as in the silver dollar.

The value of the material of which money is composed has no more to do with its monetary functions than the material of which a flour sack is composed has to do with the life-sustaining qualities of the flour contained therein. Now imagine an immense warehouse, reaching from the center of this continent to the Atlantic sea board, stored full of labor's products—wheat, corn, cotton, tobacco, beef, pork, etc., and all the business of the country to pass through that warehouse. Everybody is busy because there is room for everybody to work. On

one side of the warehouse the wagons can deliver the products of labor, and on the other side the railroads can receive and distribute them. Everybody is prosperous and contented; so much so, that as Hugh McCulloch said: "The people are too prosperous; we must contract the currency." What would you think of a government that would deliberately burn down such a warehouse with all of its contents, except just a little at one end? Thus enforcing idleness upon hundreds of thousands of men and making criminals of those who were formerly good citizens, because there was no longer room for all to stand around the little remnant of a warehouse, let alone working around it. You would think that was a mighty mean government, would you not? Well, that is just what our government did when it burned up those millions of greenback dollars; because every one of them was stored full of the products of labor. It went even further; it took the ashes of those greenbacks and built a huge warehouse for the idler class to collect rent off the wealth producer—a bonded debt—and as a result there has not been a child born in the United States since 1865 but what was born in debt, unless its father owned no property except government bonds. And Mr. Cleveland, when president before, recommended to congress the burning of the balance of the greenbacks, and the erection of more bonded debt. When the white men settled this country it was a wilderness with no debt over it, and the man who settled here has always produced more than he consumed, how has he been brought in debt? And to go a little farther, how has the man who produces all value, outside of natural value, been brought in debt to the man who never produces anything; not even enough to feed himself? Such is the case to-day in all civilized countries. I will answer my questions from my point of view, and if I am in error I shall be glad of correction.

My answer is: Interest money for private enrichment, or rent for the use of the warehouses which the law builds. Our dollars are costing us too much if we want to buy them, and too much if we want to rent them.

Porter's census statistics show over eight billions of dollars of real estate mortgages in the United States on record, and less than one billion of dollars in circulation. At an average rental of 8 per cent., each legal warehouse absorbs over .64 of its value in labor products on real estate mortgages alone, saying nothing of national, state, county, municipal or corporate debt. No state, county, nor corporation should be permitted to create a bonded debt; as such debt merely serves as a sponge to soak up the products of the wealth producer. The

sovereign power of the people, speaking through their mouth piece—congress—should create enough of these legal warehouses, called dollars, and rent them to the people at as low a rental as practicable; say 2 or 3 per cent., and all above the cost of creation should go to the government, thereby lessening the burdens of taxation. Then every man living under the government would receive his pro rate benefit from such rental. But the idle interest gathering class would fight such a proposition to the death, their laborious occupation of doing nothing would be gone, and that ought to convince the working man that it was in his interest, if he would only stop to think.

John W. Thompson.

SLATER, Mo.

#### THE N. A. S. E. AND THE LOCOMOTIVE BROTHERHOODS.

MR. EDITOR:—The January number of the *National Car and Locomotive Builder* contains a long editorial comment upon a series of articles that have been running for some time in the pages of the *Northwestern Mechanic*, relating the experiences of "A Tramp Engineer," in seeking and gaining admission to the National Association of Stationary Engineers. The *National Car Builder* says:

"The experience of 'Tramp' showed that the National Association of Stationary Engineers has for its objects not the agitation of grievances or the coercion of employers, but the improvement of its members. It may be said that the one healing and lubricating salve that it applies for all the different forms of friction between employer and employe, is education,—the self-education of its members in all those matters, a clear conception of which enables the user of steam, at sea or on land and in stationary or locomotive practice, to best utilize the elements that are in operation during the process of the generation of heat, by combustion, and the conversion of its force into useful work.

These are laudable objects, truly, and it would seem as though their consideration might furnish a theme that, of itself, could be enlarged upon in such a way as to inspire emulation in the minds of the members of all kindred organizations. But the editor of the *National Car Builder* is inspired by no such lofty sentiments. It is evident that he seizes the occasion solely for the purpose of drawing comparisons between the aims and objects of the N. A. S. E. and the Locomotive Brotherhoods. His comparisons are not only unjust to locomotive men, but they are singularly wanting in the element of truth, and that, too, with respect to matters upon which men in his position cannot be supposed to be ignorant. After describing the routine of one of the N. A. S. E. meetings, as taken from the experience of the "Tramp," the editor of the *National Car Builder* says:

"Those who are interested in the operation of locomotives can but wish that the meetings of the Brotherhood of Locomotive Engineers had more of



the character of those described above than, as is the case of aggressive labor agitation. The field for improvement is wider with the locomotive man than with the stationary engine man, and his daily opportunities to economize are much greater; but this is appreciated but by a small proportion of locomotive engineers, and there is no indication of even a contemplated improvement.

"The opinion was recently expressed by a prominent superintendent of motive power that the whole system of promoting firemen to operate locomotives ought to be changed, and educated men trained for the positions instead. The reason assigned was that to obtain the best results in locomotive operating, engineers are needed with, not only judgment enough to do their work safely, but with intelligence and education enough to broadly and clearly comprehend the principles of steam engineering, as they apply to the economical management of the locomotive; and that not only do the laborious duties of firing necessitate the employment of men for firemen who have muscle rather than intelligence and education, but the influence of associates and the labor organizations they join retards or prevents their self-improvement. While it is not likely that such a change as that proposed will be inaugurated at once, it is yet a warning to both locomotive engineers and firemen that some master mechanics are beginning to regard the present standard of their efficiency as quite unsatisfactory, and the exhibition of their intense labor unionism, and their apathy to means of self-improvement and the interests of their employers as not encouraging."

The foregoing is as gross a tissue of misrepresentation and falsehood as it is possible for it to be, and I have a strong suspicion that the writer knew it to be such. It is not within reason that the editor of a journal, which is specially devoted to railway interests, should be ignorant of the vast improvement that has taken place in locomotive men within the past fifteen years, and that, too, with respect to those matters wherein it is assumed there has been no improvement.

A more faithful, efficient, intelligent, and well instructed class of enginemen than the locomotive men, is not to be found in any branch of steam engineering. The improvement, with respect to all those qualities that go to make up the thorough engineer, in locomotive enginemen has been so marked within the last two decades as to excite almost universal comment, and yet we are told that "there is no indication of even a contemplated improvement." Twenty years ago locomotive enginemen were, as a class, a reckless, roystering, intemperate, and uneducated set of men, social outcasts, shunned and ignored by self-respecting persons, mere stoppers and starters, with no ideas regarding the economical management of their machines and but the vaguest and most poorly defined ideas concerning their construction. To-day they are sober, industrious, self-respecting, and respected, with a thorough knowledge of their business, a just appreciation of economical methods, and a disposition to apply them to the fullest extent consistent with the conditions of the service. The most important factor in bringing about this vast improvement in locomotive enginemen has been these very

labor unions which we are told retard or prevent their self-improvement. The brotherhoods are nothing if not educational in their aims. Their efforts have ever been to raise the standard of efficiency among their members to the highest possible point. Their motto has ever been a good day's work for a good day's pay. The interest manifested in the discussion of those matters pertaining to the successful management of their business, through the columns of their official journals, is proof positive that locomotive enginemen are not apathetic. The character of the publications which they support by their subscriptions, and the vast sums which they annually expend for books on engineering subjects go to show that the men are not insensible to the means of self-improvement. But the editor of the *National Car Builder* knows all this. He has only been compelled to resort to misrepresentation, in order to find a valid excuse for deprecating that spirit of intense "labor unionism," as he terms it. Is it possible that he is ignorant of the fact that a spirit of intense labor unionism is the only salvation for workingmen, as long as present industrial conditions continue? Is he so unfair as to wish that the employers of labor shall have the right to form pools, trusts, and combinations for the protection of their interests, while refusing the right of employes to do the same? Is he so economically ignorant as to be unable to perceive and appreciate the fact that the labor union is but a natural development from unnatural and unjust industrial adjustments? The labor union has a natural place in our industrial system, and as long as we aspire to continue our productive industries upon the present lines the fact must be recognized: there is no way to evade it. Workingmen do not pay vast sums for the support of their unions any more than capitalists pay vast sums for the support of their combinations, for the fun of the thing. They do it because they are compelled to do so as a measure of self-defense. Labor unions are the most effective engines yet discovered for the protection of the laborers' interests, and the only thing to be regretted in connection with them is that the spirit of intense labor unionism, which the editor of the *National Car Builder* deprecates, is not more fully developed. When the necessity for the existence of labor unions shall no longer be apparent there need be no anxiety but they shall disappear.

Does not the editor of the *National Car Builder* know that the soundness of the trade union principles is admitted and endorsed by all well instructed economists of the day? Therold Rogers makes the very just remark that "it is the business of particular crafts of workmen to sell their labor at as good a price as they can. They never have ruined



and they never will ruin the capitalist employer by the process, for they may be trusted not to ruin themselves, since they are quite as acute as their employers in discerning what price the market will bear."

The brotherhoods neither seek to excuse nor condone incompetency or inefficiency among their members, but are quite as ready as are the railroad companies to insist upon the highest degree of efficiency possible or attainable, and I imagine the policy will be continued without sacrificing any of their union principles in the meantime. I do not believe that the brotherhoods stand greatly in need of the advice of the editor of the *National Car Builder* with respect to the conduct of their organizations, and I am of the opinion that it would be good policy on the part of those persons who pay him for his editorial utterances to see that he gets a few kindergarten lessons in economics before allowing him to embark in a crusade against the trade union principles.

*Wilfred P. Borland.*

#### RIGHTS AND DUTIES OF FIREMEN.

MR. EDITOR:—In reading "Main Track's" article, which appeared in the December MAGAZINE, I understand him to say that firemen have no rights, but have to take just what they can get or what the engineers see fit to give them.

Now, I do not know what part of the country "Main Track" comes from, and it may be so where he is employed, but I am glad to say that here in the western states, such is not the case.

Here firemen have equal rights with the engineers, and do not have to be recommended by them for promotion, or for choice of engines and runs. The time is past and gone when engineers may choose their firemen or make a kick on a fireman and have him pulled off from an engine, just because he don't happen to dance to the engineer's music at all times or keep everything polished up in first-class style regardless of hard runs or want of rest. And here let me say that the high-minded round-house foreman, on this system at least, the A., T. & S. F., has been relieved of one of his most exalted duties—that of placing men on engines. Here the men make their own assignments to engines and runs, and Mr. Foreman is simply "not in it."

There are, no doubt, some firemen who depend too much on their engineers, and look up to them as models of perfection, but these are the exception, not the rule. The more we depend on ourselves and show to others that we have confidence in ourselves, and minds of our own that will not permit us to tag along at the coat tails of others, the more will we be respected and our rights considered.

No true brotherhood fireman will ever shun a brother simply because he happens to be out of employment, and anyone that will do such a thing is not worthy the name of fireman.

I am not in favor of B. L. F. men who are engineers, acting on our adjustment boards, after they have become engineers and eligible to the B. L. E. Their interests are not the same as before, and no man will consciously work against his own interests. I am unable to see where the engineers would have any advantage over us in federation, if we were federated upon an equal basis; one would certainly have as much to say as the other.

*O. N. Carpenter.*

WELLINGTON, KANS.

#### A SERMON FOR THE BOYS.

MR. EDITOR:—For the past five years it has been my privilege to live in a home where the MAGAZINE is a regular visitor and to say that I have perused its pages with interest is to express it lightly. This forenoon I spent in reading the December number, and it occurred to me that I might, through the pages of the MAGAZINE, express a few thoughts to the boys which would be worth their while to consider. For five years I have been intimately acquainted with a number of the boys, and for over a year I have been one of their number and I find that, with a few exceptions, they are a good-hearted, honest lot of boys, and, but for a few habits which most of them have formed, might be classed with the best in our land.

It is hardly necessary to state what those habits are, yet lest someone should make a mistake, it might be well to mention some of them. I will mention but two or three, viz: gambling, sipping of the flowing bowl and visiting fast houses. These, together with a lack of interest in spiritual matters, place us, as a class, outside the pale of the very best society, and almost forces us to find our amusements in second-rate places. I say almost forces us, but I do not think that it quite forces us, for, as individuals, we may find good society if we do not and will not associate with the bad. I see no reason why a railroad man may not be a gentleman and a Christian. I have oftentimes wondered why the boys acts as they do, for, as a majority, they are bright, clever, shrewd fellows, and both see and acknowledge that they are acting foolishly. The good book says: "Why spend ye your money for that which is not bread, and your labor for that which satisfieth not." I think that if those words mean anything they mean those habits which I have referred to, and if any of the boys can give a good, sensible reason why they cultivate

those habits, I would like to see it in print; for then I will know something which, heretofore, has been a mystery to me.

Think of it, boys; is not yours all loss and no gain? But, some will say, "we often gain." I will grant that sometimes you gain a few dollars at the gaming table, but you often lose a few dollars in money; and you always lose something more which cannot be purchased with money. But oftener you lose both money and character. And, not only that, but gambling leads to drinking, and drinking to all kindred vices. Think, boys, to what extent the damage goes, and you will at once acknowledge that the cost overcomes the profit. You not only are sapping out the noblest part of your own manhood, but you are placing a scar upon the virtue of your brother, and on the generations which may follow.

I would that you would not only think upon it, but that you would act according to your best judgment and say: "From henceforth I will not spend my time, my money, nor my manhood for such things, but will strive with all my energy, and by all the help I can gain, not only to better my own condition, but also to help my brother to rise to the highest possible attainment." I have no doubt but before the year goes by you will be thankful a thousand times for the effort. This, the beginning of a new year, is a good time for such thoughts and resolutions. It will be easier to act now than it will be a year from now. "Now is the accepted time; now is the day of salvation. To-day if you will hear My voice, harden not your hearts."

W. T. Nicholson.

GRAND FORKS, N. D.

#### A RATIONAL TEMPERANCE LECTURE.

MR. EDITOR:—Three years ago I exchanged the black and greasy overalls for one of Uncle Sam's grey uniforms, and the pick and scoop for one of those well known and often anxiously awaited mail sacks, whose mysterious depths contain the secrets of both rich and poor, and which are often the bringers of sad news as well as glad tidings. The railroad fraternity is well represented on my route and I handle many of the *MAGAZINES*, as well as the *Engineers' and Trainmen's Journals*. It is difficult for an outsider, who is unacquainted with the interior workings of the great railroad systems, to realize what an amount of benefit has been derived from these unpretentious little books, by the hard laboring railroad man.

Many have profited by the advice found therein, and have found employment for their leisure moments, which would otherwise have been spent in the saloon; and which, I am sorry to say, is the only place in most of our railroad towns offering com-

fort to the unmarried fireman or brakeman when lying at the end of a division waiting to get out. I am not an advocate of prohibition, nor do I think the *MAGAZINE* should pose as such. I know from experience that a drink of good whiskey, after throwing coal into a consolidation, or ever hungry ten wheeler for fifteen or twenty hours will harm no one; but I also know from experience that the shorter one makes his stay in the average saloon the better it will be for him.

The little town I fired out of was a typical railroad town, and the only choice we had on a cold day was the round house or a saloon; and many a dollar was recklessly and unnecessarily spent there by rolling the bones, and setting them up, after having toiled for many a weary mile, and lost many a night of nature's sweet restorer in order to get them, not to mention the risks and dangers so closely allied to our calling. It is for this reason, mostly, that I would say a few words to the boys and ask them to give my proposition careful attention. Why do not the many lodges of the different railroad organizations provide a suitable place where their members can find a temporary home during their idle hours?

The cost of such would be a mere trifle, compared with the immense amount of good it would do. There they could, for a few dollars, have the choicest reading matter, such as *The Scientific American*, *Locomotive Engineering*, *Harpers*, and other periodicals which have helped to advance the American workingman. Then there are, undoubtedly, many who take interest enough in railroad men to contribute books and newspapers, and as I have quite a lot of them myself, I am willing to send them to any one applying for them for such a purpose. A start might thus be made toward establishing a library somewhere.

The time has passed when it was sufficient to know how to start and stop an engine to be called an engineer, and the demands made by most of our great railroads upon the intelligence of their engineers are becoming more exhaustive every day. So that it is only by self-education that we can advance ourselves, not by shaking dice or ornamenting the floor of some saloon with tobacco juice. I do not wish to be misunderstood. A pipe of tobacco is all right, so is an occasional drink; but go in, get what you want and come out again; and above all, don't have anything chalked down. Then when the pay car comes your hard earned money will be your own, and instead of the saloon keeper wearing fine clothes and hand sewed shoes, you can wear them yourself. Once a man becomes accustomed to good reading, he will ask for no better way to pass his spare time, and what nation on earth has a better choice of good and cheap reading matter than ours has? I have

a great deal more to say on this subject, but I do not wish to overtax the patience and space of the editor. My advice is well meant and I speak from experience, and I will write again if I find my letters are welcome.

*Frank S. Krebs.*

#### ROUND HOUSE AND STREET TALK.

MR. EDITOR:—Although there has been a great deal said on the subject, and members have been cautioned about it through the columns of the MAGAZINE, some will still persist in discussing lodge business in the round houses and on the streets. In a great many instances, the wipers in the round houses and little boys on the streets seem to know and understand all about the business of engineers and firemen, and trainmen too, for that matter. If there is a seniority question to settle, about the first thing you can see is a crowd of engineers and firemen collect on some street corner and commence to discuss the merits of the case. This naturally attracts some attention, and people passing by begin to stop and inquire the cause of so heated a discussion. People who never worked on a railroad a day in their lives, and who perhaps never knew there was such a thing as seniority among railroad men, can, by listening to one of these free-for-all debates, become as well acquainted with our business as we are ourselves. Now, boys, did you ever see a lot of business men in your town congregate on the street corners and argue about what they were doing or intending to do? My answer is that you did not. They settle those matters among themselves on the quiet, just as we should do—have our talks in the lodge room; it is the only proper place for them. Again, on most roads it is the custom for engineers and firemen to make their own selections of engines and runs, and to govern their seniority to suit themselves, the railroad company having nothing to do with it at all. Each lodge has its local board of adjustment, and the chairman of this board assigns all men to engines in their regular order. Notwithstanding this, there are engineers and firemen who, when they imagine they are not getting their rights, instead of putting their case before the committee, go to the round house foreman with their troubles, when they know he can do nothing for them, and it is none of his business one way or the other. Now, boys, let us see if we cannot do better with respect to these matters in the future than we have in the past; we can treat our fellow men with courtesy and respect without taking them in as side partners in our business.

Now, I would like to have the opinion of some of the boys on another subject: Most contracts between enginemen and railroad companies read that "all trials of enginemen for accidents and misconduct shall be held within sixty days after the offence,

before the division superintendent, the division master mechanic, and one disinterested engineer or fireman, as the case may be."

On this road, the A., T. & S. F., the master mechanics have, in a number of cases, authorized the round house foreman to act for them. Now, is this right, or is it not? For my part, I am not in favor of it. First, because it is a variation from the schedule, and if you allow a variation on one point you must on another. Second, because the foreman is, in a good many cases, what I call incompetent to act. The probabilities are that he has not had the experience of a master mechanic in railroad work, and is not a fit man to pass judgment upon men who have spent years on the road. I would like to hear from some one else on this subject.

WELLINGTON, KAN. *C. N. Carpenter.*

#### WHY WE HAVE BACHELORS.

MR. EDITOR:—I am a reader of the MAGAZINE, and noticed an article in the August, 1892, number, from the pen of Miss Grace B. Cutler, advocating the taxation of bachelors. When I read Miss Cutler's article I agreed with her, but I noticed an article in the January MAGAZINE from a poor old bachelor in Fort Madison, Iowa, who tries to apologize for being one, and taking this article in connection with some circumstances of the telegraphers' strike on the C., R. I. & P. R. R., I was induced to change my opinion. I am a fireman on the southwest division of the "Rock Island," and I noticed that a large number of the offices made vacant by the striking operators were filled by women, who worked for \$30 per month. Who would not be a bachelor? No man can marry, and support a family, on such wages. Miss Cutler says to tax the bachelors. Well, perhaps they are better able to pay a tax than the old maids would be, especially the one who took the one-armed operator's place on the Rock Island.

Now, I do not think telegraph operators are worse than others—typewriters, clerks, school teachers, and all other women who do a man's work for less than a man can afford to do it, are working against their own interests and the interests of their country. If a man marries one of these girls, how can he support her and himself on a salary of \$30 a month? I think those girls are more to blame for men being bachelors than the men are themselves. Most of these \$30 girls have no one to work for but themselves, and of course can do very well alone. They wear their \$30 out every month in dress, and if they see some poor boy, whose parents couldn't dress him well, they say "My goodness! look at that ragged little kid! don't let him touch me, he'll soil my clothes." Perhaps these little fellows' fathers could keep their children in comfort if the girls did not set the standard of wages so low. *M. Crowley.*

## GRAND LODGE.



## ASSESSMENT NOTICE FOR MARCH.

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., MARCH 1, 1893. }

ASSESSMENT No. 36, \$2.00.

*To Receivers of Subordinate Lodges:*

SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members entitled to all the benefits of the order, viz:

CLAIM No. 917. Wm. R. Vaughn, of New State Lodge, No. 343, died of Cancer, November 14, 1892.

CLAIM No. 918. Cornelius Cavanaugh, of Harbor City Lodge, No. 300, was killed by Boiler Explosion, January 3, 1893.

CLAIM No. 919. Chas. Hottinger, of Emerald Lodge, No. 437, was killed by Railway Accident, January 8, 1893.

CLAIM No. 920. William N. McCarthy, of Spartan Lodge, No. 2, died from injuries received in a Boiler Explosion, January 5, 1893.

CLAIM No. 921. Orson Tout, of Clark Kimball Lodge, No. 113, was killed by falling between Engine and Tender, January 6, 1893.

CLAIM No. 922. Joseph H. Blackwell, of Black Hawk Lodge, No. 114, died of Typho-Malarial Fever, January 12, 1893.

CLAIM No. 923. James B. Clark, of Saginaw Valley Lodge, No. 286, died of Consumption, January 13, 1893.

CLAIM No. 924. Andrew D. Allison, of James Leahy Lodge, No. 475, died from injuries received in a Railway Accident, January 13, 1893.

CLAIM No. 925. Hugh P. Mitchell, of Black Hawk Lodge, No. 114, died of injuries received in a Railway Accident, January 14, 1893.

CLAIM No. 926. Harry M. Long, of Cold Springs Lodge, No. 360, was declared totally disabled with Spinal trouble, January 14, 1893.

CLAIM No. 927. Andrew Hogan, of W. F. Hynes Lodge, No. 48, was killed by being Crushed by Coal Hoist, January 16, 1893.

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CLAIM No. 928. Maurice Crowe, of S. M. Stevens Lodge, No. 150, died of Pneumonia, January 21, 1893.

CLAIM No. 929. Edward R. McCosh, of Anchor Lodge, No. 84, was struck by Coal Chute and killed, January 22, 1893.

CLAIM No. 930. James B. Campbell, of Canal City Lodge, No. 255, was killed by Railway Accident, January 22, 1893.

CLAIM No. 931. Arthur W. Thompson, of Rickard Lodge, No. 229, was declared totally disabled by Lung Trouble, January 23, 1893.

CLAIM No. 932. Edward F. McGrath, of Faith Lodge, No. 200, was killed by Railway Accident, January 25, 1893.

CLAIM No. 933. Matthew Reisinger, of Rochester Lodge, No. 99, was killed by Railway Accident, January 27, 1893.

CLAIM No. 934. Jno. Gartner, of Scioto Lodge, No. 202, died of Tuberculosis, January 28, 1893.

CLAIM No. 935. Robt. W. Wilson, of Avon Lodge, No. 38, died of Heart Failure, January 28, 1893.

CLAIM No. 936. Frank Tirney, of Plain City Lodge, No. 238, was killed by Railway Accident, January 28, 1893.

CLAIM No. 937. Axel Borkland, of Just In Time Lodge, No. 149, died of Desquamative Nephritis, January 30, 1893.

CLAIM No. 938. Melvin S. Laughlin, of Kaw Valley Lodge, No. 313, was killed by Railway Accident, February 4, 1893.

An assessment of TWO DOLLARS (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount for *each member* whose name appears on the rolls of membership MARCH 1ST, 1893, (also for all members having taken a withdrawal (limited or final) after FEBRUARY 1ST, and for all members who died or were totally disabled since that date), said remittance to reach the Grand Lodge not later than MARCH 20TH, 1893, as provided in Section 50 of the Constitution. Any lodge failing to make returns as above provided will stand suspended from all the benefits of the order, as per Section 52 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

## ADDRESSES WANTED.

DAN. DINNEEN—Formerly a member of J. M. Raymond Lodge, No. 49, Decatur, Ills. Any one knowing his whereabouts will please communicate with his sister, Mrs. M. Leach, 453 Duncan Park, Ills.

CHAS. A. CLARK—When last heard from, about a year ago, was employed on the D. & R. G. W. Ry., out of Salt Lake City, Utah. Any information in regard to him will be thankfully received by O. M. Losey, Box 228, Asheville, N. C.

## BENEFICIARY STATEMENT.

OFFICE OF GRAND SECRETARY AND TREASURER, }  
TERRE HAUTE, IND., February 1, 1893. }

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of January, 1893:

## RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$44	72	\$182	143	\$144	214	\$72	285	\$184
2	73	82	144	106	215	136	286	142	357
3	562	74	94	145	142	216	58	287	150
4	166	75	248	146	224	217	60	288	62
5	212	76	54	147	150	218	68	289	150
6	152	77	304	148	98	219	116	290	24
7	74	78	186	149	572	220	116	291	98
8	264	79	76	150	156	221	106	292	98
9	252	80	54	151	98	222	76	293	50
10	214	81	154	152	146	223	72	294	134
11	184	82	380	153	78	224	62	295	34
12	83	214	154	80	225	60	296	96	367
13	334	84	218	155	226	126	297	138	368
14	396	85	144	156	92	227	92	298	76
15	114	86	156	157	228	268	299	108	370
16	87	90	158	210	229	70	300	66	371
17	84	88	132	159	238	230	88	301	68
18	122	89	160	156	231	172	302	74	373
19	90	116	161	30	232	92	303	72	374
20	78	91	112	162	276	233	54	304	88
21	192	92	94	163	114	234	94	305	56
22	46	93	164	130	235	306	174	377	158
23	34	94	144	165	132	236	144	307	120
24	134	95	204	166	186	237	192	308	72
25	138	96	86	167	112	238	164	309	150
26	164	97	220	168	122	239	112	310	88
27	166	98	74	169	268	240	196	311	46
28	99	222	170	241	342	312	48	383	80
29	56	100	118	171	90	242	226	313	108
30	98	101	114	172	243	34	314	130	385
31	102	158	173	150	244	44	315	146	386
32	84	103	298	174	136	245	80	316	106
33	110	104	122	175	222	246	317	90	398
34	96	105	80	176	94	247	232	318	86
35	66	106	44	177	80	248	164	319	104
36	122	107	198	178	184	249	126	320	190
37	96	108	84	179	20	250	210	321	54
38	108	109	148	180	54	251	304	322	56
39	58	110	82	181	40	252	152	323	38
40	162	111	204	182	50	253	90	324	62
41	54	112	84	183	254	325	80	396	96
42	44	113	138	184	255	88	326	94	397
43	128	114	42	185	76	256	58	327	90
44	178	115	72	186	112	257	116	328	122
45	210	116	168	187	80	258	70	329	32
46	88	117	92	188	252	259	142	330	140
47	224	118	54	189	104	260	80	331	80
48	156	119	60	190	36	261	382	106	408
49	122	120	136	191	122	262	106	333	190
50	276	121	126	192	234	263	116	334	106
51	86	122	64	193	264	98	335	96	406
52	172	123	128	194	136	265	136	336	42
53	134	124	195	52	266	158	337	172	408
54	246	125	72	196	168	267	134	338	102
55	72	126	72	197	104	268	70	339	332
56	54	127	100	198	104	269	122	340	74
57	304	128	70	199	270	198	341	54	412
58	92	129	214	200	78	271	74	342	58
59	171	130	194	201	92	272	42	343	54
60	24	131	80	202	130	273	128	344	104
61	176	132	122	203	150	274	345	56	416
62	126	133	142	204	60	275	78	346	38
63	126	134	116	205	118	276	64	347	58
64	114	135	86	206	110	277	348	96	419
65	104	136	46	207	192	278	38	349	88
66	88	137	56	208	74	279	68	350	110
67	182	138	100	209	112	280	52	351	36
68	98	139	48	210	50	281	82	352	88
69	58	140	172	211	194	282	84	353	48
70	84	141	312	212	148	283	82	354	134
71	152	142	246	213	52	284	300	355	104

## RECEIPTS—Continued.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
427	\$60	440	\$108	453	112	466	\$172	479	\$48
428	52	441	454	1112	467	70	480	38	492
429	68	442	66	455	44	468	40	481	64
430	74	443	456	469	30	482	52	493	36
431	104	444	294	457	42	470	76	483	496
432	104	445	54	458	50	471	54	484	497
433	74	446	84	459	472	162	485	166	498
434	120	447	60	460	74	473	80	486	499
435	44	448	88	461	50	474	40	487	500
436	50	449	74	462	96	475	98	488	501
437	40	450	96	463	74	476	44	489	502
438	451	40	464	34	477	34	490	40	503
439	66	452	465	50	478	68	491	18	504

Balance on hand January 1, 1893 . . . . . \$13,025 75  
Received during month . . . . . 50,544 00

Total . . . . . \$63,569 75

## DISBURSEMENTS.

By claims 876, 877, 878, 879, 880, 881, 882, 883,  
884, 885, 886, 887, 888\*, 889, 890, 891, 892, 893,  
894, 895, 896, 897, 898, 899, 900 . . . . . \$37,000 00

Balance on hand February 1, 1893 . . . . . \$26,569 75  
Respectfully submitted,

EUGENE V. DEB.

\* \$500 allowed on this claim by third biennial convention, held at Cincinnati, September, 1892.

## NEW ADVERTISERS.

Our readers will observe the constant growth of our advertising pages, all of which speaks well for our MAGAZINE and its value to advertisers. Don't forget to give the MAGAZINE its due when answering any of these ads. We mention the new ones with this issue as follows:

Peter Henderson, Seed House.  
Reliable Incubator Co.  
U. S. Metallic Packing Co.  
Mrs. Winslow's Soothing Syrup.  
American Nation.  
Mason & Hamlin's Pianos and Organs.  
Dr. Scott's Safety Razor.  
National Tube Works Injector.  
Fahy's Watch Case Co.  
Farrand & Votey Organ Co.  
World's Fair Encampment and Hotel Fraternity.  
J. C. Paul & Co.  
Bernhard Meuser.  
M. A. Whitney.  
Standard Silverware Co.  
Meeker Medicine Co.

AN up-town magistrate said last evening that for several days there has been a noticeable falling off in the number of drunken men brought in at the various police station-houses. He gave it as his opinion that this charge is explained by the near approach of the license court's session. Saloon keepers, he said, are on the lookout for men who come in partially intoxicated and will not allow them to have anything strong to drink, fearing that it may operate to their disadvantage.—*Philadelphia Record*.

SOME striking points of coincidence in the lives and deaths of Spurgeon and Bradlaugh are pointed out by a London journal. Both died of Bright's disease at the age of fifty-seven. Both were men of the people, absolutely sincere, entirely fearless and born orators. Mr. Bradlaugh began to speak in public at seventeen, and so did Mr. Spurgeon. Each was partial to cigars; each was a teetotaler. Mr. Bradlaugh expired on January 30, 1891, and Mr. Spurgeon on January 31, 1892.

# LOCOMOTIVE FIREMEN'S MAGAZINE.

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APRIL, 1893.

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## EDITORIAL.

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### CONGRESS, PINKERTONS AND ORGANIZED LABOR.

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The senate of the United States appointed a select committee to investigate and report to the senate the facts in relation to the employment, for private purposes, of armed bodies of men or detectives in connection with differences between employers and employees.

This select committee has made its report, which shows that the committee examined fourteen different witnesses on the thug side of the question, including the Pinkertons themselves, and with regard to the Homestead infamy, the part played by the thugs, H. C. Frick, the murderous monster and pimp of Carnegie, and Bob Pinkerton, were examined, and eight other witnesses. The committee, in examining questions directly bearing upon labor and labor strikes, called in seventeen witnesses. Four witnesses were examined upon questions relating to the power of the courts to interfere to prevent labor strikes, and fifteen witnesses were examined upon the subject of arbitration and other matters of inquiry proper for the committee to pursue.

The investigation led to the admission, on the part of the Pinkerton brothers, who hire, organize, arm and equip the thugs, and then supply Carnegie, Frick and others of their ilk, with as many murderers as they demand to kill workingmen, that the presence of these thugs served to unduly inflame the passions of the men who strike

against oppression and degradation. There are, it was ascertained, in the ranks of the thugs, trained spies, who, assuming to be mechanics, enter the ranks of the strikers, and, obtaining information, report to employers and thereby enable them to *spot* and discharge certain men who dare protest against outrages, and thus make it possible for scabs to obtain the places of honest workingmen.

Having obtained such information from the two brother Pinkertons, whose names stand for as much infamy as fell to the lot of Judas Iscariot or Benedict Arnold, or any other villains our corrupt civilization has spread upon society, the committee reached the conclusion that if corporations would discontinue the employment of Pinkerton thugs on occasions of threatened or existing strikes, their interests would be better subserved.

The committee also reached the conclusion that the employment of the Pinkerton thugs at Homestead was "unnecessary." Prior to the introduction of the thugs by Frick, the committee found that "not the slightest damage was done nor attempted to be done to property on the part of the strikers." Hence, it may be inferred that the passions of the strikers were inflamed by the introduction of a gang of armed thugs, ready and willing to murder the strikers at the word of command, and that they did not murder hundreds of them in the interest of Carnegie and Frick, is a mystery, unless it is explained by the heroic determination on the part of the strikers to sell their lives as dearly as possible; a resolution that brought the thugs to terms, and sent them, for the first and only time, defeated and crushed, without having accomplished their murderous mission.

The committee, in its deliberations, reached the following conclusions:

1. Rights of employers and workmen are equal.
2. Employers have an undoubted right, provided they fulfill their agreements, to employ and dismiss men at pleasure.
3. Workmen can legally organize for mutual protection and improvement.
4. When dissatisfied with wages or hours, they should attempt to arbitrate.
5. Failing in this, they have a right to discontinue work, either singly or in a body.
6. Having discontinued, they have no right, legal or moral, by force or intimidation, to keep others from taking their places, or to attempt to occupy, injure or destroy the property of their employers.
7. In all controversies, arbitration having failed, reliance should be placed upon the power and adequacy of the law.

8. Whether assumedly legal or not, the employment of armed bodies of men for private purposes, either by employers or employes, should not be resorted to, and such use is an assumption of the state's authority by private citizens.

9. States have undoubted authority to legislate against the employment of armed bodies of men for private purposes; but the power of Congress to so legislate is not clear, although it would seem that Congress ought not to be powerless to prevent the movement of such bodies from one state to another.

In the foregoing conclusions, Nos. 1, 2, 3, 4 and 5 are those which will attract the most attention. The equality stated in No. 1, as matters stand, is totally misleading—the rights of employers and employes, only in a restricted sense, are equal—and this is seen in conclusion No. 2, in which it is glaringly shown that the employe has no rights whatever; the right to hire and the right to discharge an employe is placed absolutely in the hands of the employer, the employe is not consulted at all. He may be discharged for any cause which the whim or malignity of the employer may suggest, and according to this senate committee, he has no redress; his work, his means of living, are taken from him, and he is forthwith remanded to the ranks of the idle, and he may go to the devil for aught the employer knows or cares; hence, we ask what becomes of conclusion No. 1?

Does some one say that conclusion No. 3, which asserts that "workmen can legally organize for mutual protection and improvement," provide any remedy against conclusion No. 2? We answer, none whatever, because, conceding the absolute *right* of the employer to discharge an employe, any protest on the part of organized labor to remedy the outrage, would be interfering with a conceded *right* of the employer.

To illustrate, A. has a legal right to join a labor organization, but for the exercise of this legal right, B., the employer, according to conclusion No. 2, may discharge A. "at pleasure," and thus it is seen that while the equality of "employers and employes" is asserted, the equality is a sham and deception, having no practical existence, so far as the conclusions of the committee are concerned.

To establish conditions in some measure approaching equality, has been the earnest effort of organized labor. As for instance, A., an employe, is discharged. Just here organized labor comes in and asks of the employer, Why? and insists that A. shall not be discharged



without a hearing, something in the form of a trial; that he shall not be set adrift to gratify the spleen of some parasite, and made to suffer penalties innocently. If the committee had suggested something of this sort, something to check the meanness or venom of underlings, it would have been far more creditable than the one-sided conclusions the committee reported. The other conclusions are a series of old chestnuts, which it were a waste of time and paper to discuss. There is just one way out of the woods for organized labor to pursue, and that is to go forward pleading the cause of union, federation, united and compact organization and action, to create a bond of union so strong that unity will be secured when there is a conflict between right and wrong, truth and error, and to force the fight into legislative halls and to never cease the struggle until there shall be, in fact, in reality, truth in the declaration, that the "Rights of employers and employees are equal."

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## A WORKINGMAN'S CONGRESS.

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The MAGAZINE propounds the question: Would a workingman's congress be a move in the right direction? If not, why not? What can be said in favor of such a movement? Is the time ripe for it? What could it do if convened?

Just now, what would be a move in the right direction for workingmen to make? We refer to organized workingmen, for they are the workingmen who think, who want to accomplish something for their own benefit and for the toilers who shall inherit their tasks.

We do not now discuss the federation of organizations, but, rather, the unification of the mind forces of organization; deliberation, rather than federation.

True, all organizations have their annual or biennial conventions for deliberation and for the enactment of laws for their government, and it occurs in these conventions that those whose expressions are made public are taking ever broader views of labor problems, and it

would be difficult to chronicle a fact more creditable to the heads and hearts of men who have advanced to the responsible position of leaders.

It is worthy of remark, that in all the labor organizations of the country are to be found men of broad and liberal views, students of industrial affairs, profoundly interested in the welfare of workingmen, but forever confined to their particular organization, they are handicapped; they never advance to their full measure; in a sense, fenced in. They discuss measures which relate to their particular organization, when in fact, labor questions in their legitimate scope, touch the wage workers of the nation, and in a labor congress there would be opportunities to bring into commanding and merited prominence, labor questions in which all are vitally interested.

We are profoundly impressed with the idea that the country cannot know the wealth of mind forces which labor possesses, until a labor congress is convened, and we are quite as much persuaded that such a congress would prove a revelation to those who regard labor organizations with a species of contempt and lofty disdain, as composed of men who are small intellectually and whose minds are chiefly occupied in accomplishing small things, men chiefly desirous of promoting organized jealousies, of feathering their own nests, to be wiped out of existence whenever organized capital deems it prudent to squelch them.

We do not state the position of affairs too narrowly. It is only required to read the monopolistic press to verify our declarations. In it you will find no complimentary declarations relating to organized labor, and the question arises, is organized labor doing those things which ought to be done and which can be done, to change the estimate which a subsidized press ceaselessly puts forth?

We are not opposed to what organized labor is doing. On the contrary, we have only words of commendation for what we see and hear. Labor Day gives opportunities for parades, for many and valuable recreations, splendid addresses, etc., but we advocate something different, better, higher, more important. We should like to see a stately parade of labor's mind forces, free from badges, gewgaws, brass bands, and all things spectacular; a labor congress of labor's intellectual men debating questions which, day by day, are becoming the vital questions of the times in which we live; questions that are up

for debate in the parliaments of the world, and in which labor, more than any other interest, is concerned. Such a congress, composed of labor's representative men, would arouse continental interest. The press would not and could not ignore it. The plutocratic class would stand amazed in its presence. It would be a proclamation that workingmen know their rights and are not ready to be enslaved. What says the labor press of the country? The labor congress proposition is up for debate. May we hope to have the views of others?

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## LAW, LAW-MAKERS AND POLITICS.

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The government of the United States is based upon constitutions called organic law, the foundation for all statute law. Every state in the Union also has a constitution which must conform to the provisions of the Constitution of the United States. The constitution making power is lodged in the people. It is this fact that proclaims and establishes the sovereignty of the people.

If there is anything wrong in the constitution of the republic or in the constitution of a state, it is the high prerogative of the people to abolish the wrong. A constitution may be amended by the people or abolished by the people. The people constitute a sovereign, all-pervading power. The theory is, that in making and amending constitutions, a majority rules; but constitutions, in their provisions protecting all the people alike, guard the rights of minorities from encroachments by majorities, since majorities, like autocrats, if not restrained, become arrogant and oppressive.

Notwithstanding such guards and limitations, majorities often transcend such defences and securities, which brings into action another shield against congressional and legislative arrogance, known as the "veto power," a power lodged with the chief executive of the republic and of the states, which forbids the enactment of a law designed to work wrong to the people. In such cases, the veto is generally effective, since it requires a two-thirds vote of both houses,

either of congress or a legislature, to enact the law, though in some cases only a majority is required to set aside the veto, and in some of the states the constitution does not give the chief executive the veto power, holding that the will of the majority ought, of right to be supreme.

There is also provided in all constitutions another safeguard against the operation of laws which strike down the rights of the people. This power is lodged in what is called the Supreme Court, where, under certain forms of procedure, an unconstitutional law may be abrogated, and multiplied instances of such decisions of supreme courts are annually recorded. Nevertheless, after the most critical disquisitions upon constitutions, it is found that the latitude given law-makers has extraordinary sweep, and, as a result, under the operation of such powers, laws are enacted, which strike down, under the decisions of the courts, the most sacred rights of citizens.

It would seem practicable to frame laws in such simple and easily understood language, that "a wayfaring man, though a fool," might comprehend their meaning, but it so happens that laws touching great interests are so framed that only lawyers are able to solve their mysteries, and to the average man they might as well be written in Coptic as in English. In such laws, when the fee warrants the hunt, a provision, a technicality, a word easily tortured to mean anything or nothing, as may best suit the interests of the rich and powerful client, is found, which often befogs judge and jury, so that brazen rascality goes unscathed while innocence, left to contend against such laws, receives the stamp of infamy. The records are burdened with such cases, the laws being so constructed, that as a net, the whales go through unharmed, while minnows are caught, or upon the principle of the man in search of game, and having doubts in a certain case whether he saw a deer or a calf, fired so as to miss it if it were a calf, and kill it if it were a deer.

All men are interested in the laws of the republic, state and national, because they are the subjects of law, their lives are, in a large measure, regulated by law—law touches their interests at a thousand points—therefore since politics is the science of government and government being based upon laws, every citizen, and none more than workingmen, has a profound interest in politics, an interest from which only cowardice or debased ignorance could, by any possibility

absolve them. It is here that the sovereignty of the people comes prominently into view. It is here that the ballot becomes the bulwark, the palladium of men's rights, their liberty and their independence. It is not a partisan question, only in so far as men discover that one party favors just laws and their honest administration, more than another party.

Such reflections are in line with the efforts of labor just now, to secure the enactment by congress and by legislatures, of certain laws designed to place workingmen's interests on a level with the interests of capitalists; hence, there are in every state, labor legislative committees presenting bills and asking the representatives of the people to enact them into laws. These committees ignore parties and work to enthrone principles. They present to law-makers, conditions of long standing, in which they demonstrate by facts, that flagrant wrongs exist; as, for instance, they show that in the operation of railroads, thousands are killed and maimed annually because of imperfect machinery, and they ask that this slaughter may be reduced to the lowest point practicable, by a law compelling the introduction of life saving appliances. It is a case in which the dead appeal to the law-makers; it is a case in which thousands of men present maimed hands and arms, and legs, and demand redress. It is a case in which widows and orphans appeal to the law-makers to rescue the wives and children of others from the same wretched fate.

Again, organized workingmen and all workingmen who have ideas, superior to those of scabs and convicts, demand the enactment of laws which shall put an end to penalties inflicted by employers upon their choice as freemen, to join a labor organization. To join such an organization is a constitutional right, nor is there anywhere in this broad land, a statute which prohibits such an exercise of inherent right. This being true, workingmen demand that employers shall not have the power, directly or indirectly, by contract written or oral, to inflict any penalty whatever, for the exercise of such a right.

We would suppose that upon such a proposition the workingmen of America would be a unit, and that in every state they would bring their power to bear to induce legislators to enact a law emancipating them from such slavish bondage; that upon such questions they would mass their sovereignty and sweep away the last vestige of the power of employers to degrade and oppress them.

It would be an easy task to catalogue laws which oppress labor, and to suggest other laws which would relieve labor of antiquated wrongs, so flagrant that it creates astonishment that they have not long ago been abolished, as for instance, the infamous co-employee abomination which strikes down the claim of A for damages, because of the incompetency or negligence of B, a co-employee; a wrong that exists independent of statute and is based entirely upon the decisions of courts, running back into the twilight of English jurisprudence, when workingmen were mere cattle and their employers were masters. Still the infamy exists, and employers, who are the beneficiaries of the wrong, have hitherto been able to crush, in most of the states, all remedial legislation.

It is to be hoped that upon such things labor may be induced to unify, and taking the aggressive in politics, bring about the reform required.

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## . SELF-MADE MEN.

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The term, self-made men, is seemingly paradoxical—since men who rise from obscurity to eminence in any of the walks of life, must have been assisted by agencies quite independent of themselves—and yet, men are properly styled self-made who without parents or friends to discover those inherent qualities of mind which achieve success, hew out their pathways to distinction self-directed.

It has been truly said, that American institutions are pre-eminently favorable for the development of the mind forces of the masses of the people; that to use a phrase, somewhat slangish, those who start out in life under unfavorable conditions may get "on top," if they have the required amount of "sand," that is to say, courage, pertinacity, diligence and that superiority of soul which patiently endures privation; that clear vision, which sees victory from afar, and that tenacity of purpose which defies obstacles, and steadily marches towards the goal of success. In such regards, there is no

country on the face of the earth that offers equal opportunities to those which distinguish the United States of America—nor, indeed, approximates them. Such facts, whatever may be said of them by those born rich, are of the greatest possible significance to that vast majority who were born poor.

The subject, self-made men, at once presents temptations for discursive writing. It brings into view the declaration of a self-evident truth that men in the United States of America, whatever may be said of other lands, are created equal, that is to say, birth establishes no prerogative for one class, that is not equally the right of all other classes, among which, and all of which, are the rights to "life, liberty and the pursuit of happiness." It may be true, and from certain indications there are reasons for believing the statement, that opportunities for aspiring youth to overcome the disadvantages which poverty creates are not as numerous now as in the earlier days of the republic, and that, as a result, self-made men are less frequently heard of in public affairs. We doubt if such conclusions are well founded. On the contrary, we think, if the facts could be ascertained, the conclusion would be that self-made men are rapidly multiplying, though it may be true that there are fewer of the type in positions to attract the public gaze—the reason being that self-made men are *making* themselves along lines of endeavor other than political distinction.

It has been justly said that the largest share of the mind forces of the country is no longer attracted by the glare and glamor of political preferment. Indeed, it is asserted that the most brilliant intellects are not found in what is called the "learned professions." If this is true of men whose youth was favored with opportunities for education and powerful friends, wealth and its influences, it is reasonable that youths less favorably situated, as they unaided solve problems and advance, will also in a great majority of cases seek their welfare by identifying themselves with the great industrial enterprises of the period, and this is really what is happening.

It is true, that our legislatures and congresses, courts and bars, are overrun with *half-made* men. The people, strange to say, tolerate these *misfits* for a time and then discard them, and as a result, there are judges without bench or ermine, lawyers without clients, legislators without a constituency. If we proceed with the investi-

gation of dead failures, we find clergymen without pulpits and doctors without patients—and these exhibitions of failures are fruitful of determinations on the part of many a brainy youth who has his fortune to make, by virtue of pluck and perseverance not to accept elegant pauperism and decayed dignity as examples, but to make himself useful by mastering some trade, and with such equipment, await events, ready and qualified at all times for promotion, and here it should be said, that the term “self-made” invariably implies success.

We read from time to time of railroad men who have advanced from indigence and obscurity to positions of responsibility, and it is noteworthy that in every instance they are self-made men—students from the start—students of men, of things, of books—of everything pertaining to their chosen calling—indomitable and indefatigable, they were always engaged in the *self-making* business. Such men, (and it is a misfortune that their biographies are not printed), are splendid examples to all youths who must *make* themselves, must rise by their own will power, or remain forever at the bottom of the ladder.

The biographical history of the United States abounds with the names of illustrious men who struggled up from conditions of extreme poverty, a poverty which triumphantly demonstrates the possibility of success when there is will power and an unyielding purpose to advance, regardless of obstacles.

It is doubtless true that the most illustrious self-made man the United States has produced, was Abraham Lincoln. The advancement of this youth from squalor and illiteracy to the summit of fame to brighten as the centuries go by, reads like fiction—and yet, every incident in the life of the great citizen from youth, bears irrefutable testimony that where there is a will, there is a way to “sound all the depths and shoals of honor” and win victories all along the line. Poor, friendless, illiterate, required to toil as a mere farm hand or a flatboatman, he read, thought, toiled and advanced—in everything a self-made man.

Henry Wilson, of Massachusetts, was another splendid type of a self-made man—in some regards, perhaps, more pronounced than Abraham Lincoln. The son of a farm laborer in bleak New Hampshire, from childhood till he was of age, one year at school was the



limit of opportunities in that direction. Apprenticed to a farmer at ten years of age, he remained until he was twenty-one, but though his school days were few, he managed to read a thousand books during the period of his bondage. Quitting the farm, he learned the shoemaker's trade, and by frugality saved enough from his wages to enable him to add to his limited learning, and thus aided in overcoming the disadvantages of poverty, he steadily advanced to political positions till he reached the Vice Presidential office of his country. Henry Wilson, the "Natic cobbler," the poor boy and self-made man, represented the state of Massachusetts in the United States Senate and placed his name beside those of the most distinguished sons of that old commonwealth, and at no period of his career was Massachusetts required to blush for his words or acts. If the Adamses, Websters, Everetts and Choates had borne high advanced the banner of the old Bay state in the arena of learning and statesmanship, Henry Wilson, the self-made man, never lowered it the fraction of an inch.

Andrew Johnson, the North Carolina youth, was, if possible, poorer than Henry Wilson—and in his boyhood and early manhood was more unfavorably situated for advancement. Scarcely knowing his alphabet when of age, simply a tailor, with an aged mother to support, he cut and stitched and pressed, and studied, and in a state surrounded by an aristocracy of wealth and refinement, he became Governor of Tennessee, a United States Senator and President of the United States.

We could fill the pages of the MAGAZINE for a twelve-month with the achievements of self-made men, who, in every department of human endeavor, have won success and renown, but the instances briefly referred to must suffice. If these awaken no aspirations on the part of the readers of the MAGAZINE who find themselves in positions not dissimilar to Lincoln, Webster and Johnson, then it were folly to extend the list.

We desire, however, to deduce from such incidents practical lessons for locomotive firemen of our Brotherhood. They enter the service of railroads, hoping at least to become engineers. Thousands of them succeed—some reach higher positions. There are thousands of firemen who will never become engineers, simply because they do not desire promotion. They are ignorant and prefer to re-

main so. They complain of their hard fate, but are everlastingly attributing their failures to the wrong cause. They are not students of anything. Ask them to undergo an examination, and to write out the answers to questions, and they will decline because they cannot *spell*. They will expend dollars for beer and whisky, but never ten cents to purchase a dictionary or a grammar. Ask them to solve a simple problem in arithmetic, and their ignorance will compel them to decline the task. This illiteracy, stupidity, lack of ambition, forever keeps them at the bottom. They see others advance, and instead of emulating their example, they prefer pool to school, and choose to hammer coal and shovel it into a fire-box rather than employ their leisure in learning what they must know if they expect to rise.

What is the remedy? We know of but one. There is but one—and that is to resolve upon a change of habits—renounce follies and vices, obtain elementary books and study. All self-made men have done this in the past, and men who are *making* themselves are doing it now, and will continue to do it as long as the world stands.

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## THE HAWAIIAN, OR SANDWICH ISLANDS.

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During the year of 1778, Capt. James Cook, a celebrated English navigator, discovered the Hawaiian or Sandwich islands. There are eight islands in the group, having an area of about 6,000 square miles. These islands are situated between 18 and 22 degrees north latitude and are about 2,000 miles southwest from San Francisco.

Their products are tropical, and semi-tropical, such as coffee, sugar, tobacco, arrow-root, cocoa, zano, wheat, sandal-wood and taro. Cattle and sheep are numerous.

When Capt. Cook discovered the islands, one hundred and fifteen years ago, their inhabitants were savages and cannibals, and numbered, it is estimated, about 300,000.

Capt. Cook having become involved in a dispute with the natives,

they murdered him on St. Valentine's day, 1779, and probably cooked him.

Some years after the discovery of the islands, the missionary spirit, particularly of the United States, centered largely in the interest of the heathen Hawaiians, and it was found that they, with exceptional readiness, received instruction, and when about fifty years had elapsed the Hawaiians had been converted to Christianity. Here and there an old timer had an idol hidden away, and a few retained a relish for human steaks and choice roasting pieces, but as a general thing they had abandoned their savage customs, and adopted civilized ways.

But as is seen by the rapid decrease of native population, civilization did not agree with them, since in less than one hundred years of civilizing methods, the nation has decreased from 300,000 to about 35,000, and the remaining remnant, as the auctioneers say, are "going," and in another 50 years will be gone.

According to the census of 1890, the population of the Hawaiian group, "consisted of 34,436 natives, 6,186 half castes, 7,495 born in Hawaii of foreign parents, 15,301 Chinese, 12,360 Japanese, 8,602 Portuguese, 1,928 Americans, 1,344 British, 1,034 Germans, 227 Norwegians, 70 French, 588 Polynesians and 419 other foreigners, in all, 89,990 souls." The proposition now is to annex these islands to the United States, to make them one of the Territories of the American Republic, and eventually constitute them a state of the Union.

Speaking of the products of the islands, it is proper to remark that leprosy commands special attention, so much so that one island is entirely given up to its transplantation from other islands where it is permitted to develop and go to seed and the crop is annually increasing.

Of the 89,990 souls on the Hawaiian islands not more than 2,675 would make desirable citizens, leaving 86,315 souls that ought never to be annexed to the United States under any circumstances. The Chinese, Japanese and Polynesians are simply so many slaves who do the work of the islands, and the annexation would, therefore, not only afford no outlet to American labor, but would serve to degrade labor, as it is everywhere degraded in all tropical and semi-tropical lands, and it might therefore be prudent for organized labor to be heard upon the subject of annexation.

It is believed by some people who profess to be students of cause and effect, and of coming events, that in due time, and at no distant day, all of North America will be under the jurisdiction of the "Star Spangled Banner," sometimes called "Old Glory," and it may be, in addition, that Cuba will be included; but this thing of going 2,000 miles to sea to secure 6,000 square miles of volcanic islands, is not thought to be "manifest destiny," but up to the present "manifest destiny" is a puzzle no one is able to solve; hence there is no telling what will occur, should Uncle Sam find himself the victim of a well developed case of annexing fever. But this thing of annexing about 30,000 Chinese, Japanese and Polynesians to get 6,000 square miles of lava beds and the largest volcano in the world, ought not to be done with a hop, skip and jump for the gratification of a few millionaires who alone will be the beneficiaries.

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## CARNEGIE.

During the closing days of January, 1893, Mr. Andrew Carnegie, after an extended sojourn abroad, found himself again on American soil.

During his absence the Homestead horror, under the management of H. C. Frick, occurred. Andrew Carnegie having posed before the American public, and as much of the world outside as he could reach, as a sublimated millionaire, making money only for the purpose of conferring benefits upon the poor, would, it was believed, if appealed to, arrest and change the murderous and damnable policy of Frick, in the management of the Carnegie mills at Homestead. He was appealed to by his old, tried, and faithful employes to interpose in their behalf and see that simple justice was done them.

At the time these appeals were made, Carnegie was in his castle in Scotland, wallowing and rioting in the wealth which his Homestead employes had made it possible for him to secure. In his castle halls there was music, and dancing, and feasting. Carnegie was surrounded by British and Scotch nabobs whom he was entertaining in princely splendor, and when from out of his mills, once the center

of peace, prosperity and contentment, but transformed into a hell by Frick, there came to him appeals for help, it was a supreme opportunity for Carnegie; one word from him, the principal owner of the property, would have sufficed. Frick, the blood-thirsty monster, would have cowered and slunk into quietude, like a wild beast, under the lash of its keeper. But Carnegie did not respond; silent as a brass dog, he saw the electric batteries erected around his mills and the scalding water machinery completed to kill workmen because they demanded fair wages. He saw Pinkerton murderers, hired from the slums of cities and armed with deadly weapons to murder at the word of command, flocking to Homestead; or if he did not see these murderous schemes progressing, he knew of them, but said not a word; he made no sign, or, if he did take notice of them, it was to approve of Frick's plans and urge him forward in his satanic work, and as a righteous result, the ineffable infamy earned by Frick, attaches, without a modifying circumstance, to Carnegie, and will remain upon his name, indelible stains, forever. Like the mark upon Cain, he will carry them to his grave.

When Carnegie arrived in Washington city, report had it that during his stay "startling developments" would occur upon his arrival at Pittsburg. It was reported that

Carnegie was not at all pleased with the unpleasant prominence into which he was brought by the late Homestead riots. The fact that he has made millions of dollars out of his "protected" industries argued rather badly for him when an attempt was made to reduce the wages of his men. Moreover, it is said that some of the indicted men are old employees of the company, between whom and Mr. Carnegie the most cordial relations exist. It is believed, therefore, that Mr. Carnegie will use what influence he possesses to have the indictments quashed and the sentences of those men who may be convicted made as light as possible. Those who saw the Pittsburg millionaire yesterday say that he has aged considerably in the last year, and that his appearance indicates the severe strain to which he has been subjected since the riots began.

This turns out to be the sheerest poppy-cock. His works have doubtless lost money by Frick's policy of robbery and murder, and have gained an infamous notoriety. These facts, doubtless, have caused the Scotchman unrest. He loves to make money, give a few thousands, now and then, just to advertise his purity and philanthropy and brace up his "Gospel of Wealth." He likes to strut and pose as an Abou Ben Adhem, one who loves his fellow man, but his

unqualified indorsement of Frick makes all of his pretension in that line just so much despicable duplicity. After a column of the most disgusting bosh about not hoarding money, and the assertion, "I shall never accumulate money," he says :

And now one word about Mr. Frick, whom I recommended to the Carnegie Steel Company (Limited), as its chairman, and my successor four years ago. I am not mistaken in the man, as the future will show. Of his ability, fairness and pluck, no one has now the slightest question. His four years' management stamps him as one of the foremost managers in the world. I would not exchange him for any manager I know. People generally are still to learn of those virtues which his partners and friends know well. If his health be spared, I predict that no man who ever lived in Pittsburg and managed business there will be better liked or admired by his employes than my friend and partner, Henry Clay Frick. I do not believe any man will be more valuable for the city. His are the qualities that wear. He never disappoints. What he promises he more than fulfills. Good workmen or able men, who wish to do what is fair and right, will learn to appreciate Mr. Frick. Neither inefficient officials nor bad, unreasonable, violent workmen does he like, and these will not thrive with him.

The public will want to hear no more from Andrew Carnegie. He is hand in glove, heart and soul, body and brains, money and muscle, including electricity, hot water and Pinkerton thugs, in alliance with Frick. What Frick has done is unequivocally endorsed, and he does not hesitate to outrage public opinion by beslobbering the monster with his fulsome eulogies. Had Carnegie concluded to bestow flatulent commendation upon any successful buccaneer, land-pirate, or train-wrecker, they would have been received by the American public, as quite as appropriate as his florid endorsement of H. C. Frick, who is accounted as the most detestable villain, whose money gives him power to rob and degrade workingmen.

The American public did feel a lively interest in the utterances of Carnegie relative to the Homestead horrors. He had for years posed before the public as a mortal of seraphic mould, a millionaire hog with improved snout, with grunt and greed eliminated, a man who by some miraculous power had had all the devils cut out of him and with eyes turned heavenward panted like a wind-broken horse for opportunities to do good and now, where do we find him? Sitting on Frick's knees with his arms around his neck, besliming him as an anaconda does a calf preparatory to swallowing him neck and

heels—Carnegie and Frick wedded and welded together by the cohesive power of plunder.

After this the American public will not care a pinch of snuff what becomes of Andrew Carnegie. He is rich and can rest in luxuries purchased by his ill-gotten money, and like the rich man we read about, he may be heard from eventually bemoaning his thirst and willing to part with his vast wealth including his castle in the Highlands, for "a drop of cold water," which Frick would doubtless give him if he were not baking in a coke oven close at hand and himself quite as thirsty as Carnegie.

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## COMING EVENTS.

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The dogma, "History repeats itself," is of universal acceptance. Is it true? The answer is, yes, and no—each correct from different points of view. We omit all records of physical phenomena. In such matters history daily repeats itself. The tides ebb and flow, comets come and go, as do the seasons. Earthquakes and cyclones, as of old, leave their reservations and go on the war path to perpetrate their devastations. In recording such things history repeats itself. But in regard to matters relating to men and nations, as in by-gone centuries, history does not repeat itself, and will never again repeat itself—that is to say, in all cases there will be such modifications as to destroy the parallels. Anything approximating a careful analysis of the subject must lead to the conclusion that coming events, in human affairs, are to be totally unlike the events which history has recorded of the past in that line.

We are not unmindful that in writing of the future the idea suggests infinity and therefore reaches beyond all mental grasp, and that no man knoweth what the future has in store for the world. Nevertheless we know what history has recorded, and we know what is now transpiring, and however exhaustive the search we find no instance in which history is repeating itself. Events as they occur are unlike former events, and it may be observed that when approximations are noticed there are such modifications as to create wide dissimilarity.

No one supposes that history will repeat itself in recording such events as relate to the Jews, to the rise and fall of the Assyrian, Persian, Egyptian and Roman empires, and to others that could be named. Conditions have changed to an extent that makes the repetition of such records impossible. We are aware of the claim that human nature is "the same yesterday, to-day and forever." In so far as the attributes of human nature are concerned, the statement is doubtless true, and we would not change them if we could. We would not have man a machine—an automaton—but it is nevertheless true that human nature is susceptible of vast improvement, ranging upward from the degeneracy of the Hottentot to the full-orbed intellect of a Sir Isaac Newton, and it is this fact of mind development that is changing the character of events, and therefore, as a matter of course, making it impossible for history to repeat itself. Hence, however schooled men may be in "mystical lore," and however capable of interpreting the "shadows of coming events," the event itself will, if it comes, be unlike events of the past.

We do not doubt that the law of cause and effect is irrevocable, nor do we doubt that the law exists in human affairs as certainly as in nature. Idleness is the prolific parent of vice; ignorance breeds superstition, etc., to the end of the chapter; but in the steady advancement of human nature antagonistic forces have been put in operation which modify effects, change results, and hence history chronicles events essentially different from those which occurred in the past, when such antagonistic forces were not in operation.

Take for instance the dogma of a "divine right to rule," unchallenged for centuries. We now behold an opposing force in the field—call it **TRUTH**, if you please. It is quite as much an attribute of human nature as error, and is everywhere wrecking error. It bombards thrones, autocracy, plutocracy and aristocracy, and champions democracy, or the rights of the people. It is the eternal foe of ignorance and the hope of the world. It brings into flaming prominence the poetic prophecy of Bryant:

"Truth, crush'd to earth, shall rise again;  
The eternal years of God are hers;  
But Error, wounded, writhes in pain,  
And dies among his worshippers."

This development of all the attributes of human nature is to change



coming events. Nothing is more certain in human affairs, and within the entire realm of investigation there is nothing more cheering to the world of labor.

We do not doubt that the era has dawned when the capitalistic class will put forth its mightiest efforts to change the trend of labor affairs; all the signs point in that direction. But labor, observant of forces and factors, proposes that history shall record events quite different from those which have occurred in the past, when autocrats marshalled their hosts for the fray and labor paid all the penalties of defeat.

It is a campaign of education, pure and simple, and the supreme question is, what shall be the character of coming events? Labor can, if it will, require history to chronicle events such as the world has not known since "the morning stars sang together and the sons of God shouted for joy."

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THERE are 10,000 people in the city of New York, every night with only such shelter as the skies afford notwithstanding there are dens called "spot lodgings," where a human being can sprawl out on the floor for the sum of three cents—or obtain a chair all night, for a nickle.

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NOTWITHSTANDING the Prince of Wales receives a salary of \$200,000 a year, independent of his income from bacarat, he consented to dine with Mr. Chauncey M. Depew, the labor agitator, who starves on \$50,000 a year.

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THE United States has more miles of railroad track than Europe, Asia and Africa combined, by nearly 10,000 miles, and yet, Europe alone has 235,000,000 more population than America.

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THE fishermen of the great lakes of the United States, for the ten years ending 1891, caught 1,000,000,000 lbs. of food fish, yielding a revenue of over \$25,000,000.

## CONTRIBUTED.

### A GLIMPSE AT THE LABOR SITUATION.

BY SAMUEL GOMPERS, PRESIDENT OF THE AMERICAN FEDERATION OF  
LABOR.

"Of what use is the union, what have I gained by it?" are expressions we often hear uttered by some people who probably have the best intentions, and, in some things, fairly intelligent. We might as well ask what has the inventive genius of the ages brought us? What has been accomplished by our forefathers in achieving independence for these United States? or what was the advantage of the war to maintain the Union and the emancipation of four million human souls from chattel slavery?

For century upon century the militant spirit was acknowledged. It dominated the affairs of life. The worker, the wealth producer, was merely regarded as a necessary adjunct to the successful prosecution of military struggles and conquests.

With the uprising of the masses to throw off the military yoke and set aside the power that hindered the free and full development of labor and its resources, there came a time when the world regarded that the highest form of civilization was not the subjugation of nations and peoples under military despotism and invasions, for the capture of serfs or slaves, but that a new field of intellectual, social and moral development had opened; the production of wealth by the toilers to satisfy the necessities and gratify the desires of a rational, intelligent people.

To whom are we indebted for the changes and transformation from the military to the industrial aspect of life, but to the toiling masses of the world? and what was the factor which secured the united effort of the toiling masses, but the organizations of labor? The fact is, that of all the classes in the world, the toilers themselves observe least the wonderful changes brought about by and through their own organizations.

The fact that the changes and improvements which have taken place in the condition of the workers, by reason of their own efforts having failed to make a marked impression on their minds, is easily accounted for. We are so easily susceptible, and so naturally accustomed ourselves to newly acquired rights and improved surroundings, that we can scarcely look back to the time and bring ourselves to believe that it was possible for us not to have enjoyed them.

Take the toiler who has worked ten hours a day, and who, through the association of himself and his fellows in a union, has, in the course of a struggle of five or ten years, reduced the hours of his labor to nine or eight, if he is asked to take a retrospective view he will

scarcely be able to imagine how it was possible for him ever to have worked ten hours a day and still live. With others who have toiled still longer hours, it is even more difficult to comprehend the change and benefit.

The wage-workers who secured an increase in their wages of fifty cents a day, two, three or five years ago, have found easy use for this increase, possibly by some little addition to the dress, or the appearance of the home, a new book, or allowing the child to remain at school until a later age, or, in fact, the thousand and one things that constitute a little better condition or home comfort.

These improvements and environments grow upon us so naturally that it is with the greatest stretch of our thoughts we can bring ourselves to believe that life was at all tolerable or that we ever existed without them.

The greater respect secured by the workers from their employers seems so natural and manful that we would resent, as if insulted, the reflection that at any time we were in a less independent and fair position.

I trust that I may not be accused of being too much of an optimist. It is needless to remind me of the wrongs which exist, for they have too indelibly impressed themselves upon my heart and mind.

Of course it is unjust, yes, barbaric, when we see the conditions by which a large number of our fellow toilers are surrounded. A system of society which allows a man or woman to want who desires to and is capable of working and producing wealth is an unjust system; a system of society which permits its young and innocent children to be forced into the factory, the workshop, at a tender age, robbed of the means of an education, dwarfed in both body and mind, and too often brought to a premature and untimely grave, is a system that every earnest, honest, humanity loving man should seek to supplant by one in which the consideration and safety for all the members will be the paramount idea.

Wherever the working people have manifested their desire for improvement, by organization, there, as with a magic wand, improvement has taken place. Wherever the working people are the poorest, most degraded and miserable, there can we find the greatest lack of organization. There are some who believe that it is necessary that the condition of the people must become worse to bring them to intelligent action. That such a premise is wrong and illogical, the entire history of the world attests. In fact, the contrary is the truth.

The improved habits, and customs, and conditions (the result of organization only) of a people, enlighten them upon the wrongs which exist, and creates that healthy discontent so essential to the solution of the many problems by which they are confronted and which it is their mission to solve, and the establishment of honest, just and humane conditions it is their duty to struggle for and attain.

Upon the surface, our movement is viewed to secure a reduction in the hours of labor, an increase in wages, a larger share in the product of our labor, a modification of the severity and inequalities of

the laws of our country, a protection to the life and limb of the workers, the safety of the children, who are to be the fathers and mothers of coming generations, but above and beyond all, it stands as a protest against all injustice and wrong and seeks to realize and establish the long looked for hope, when man's inhumanity to man will be a thing of the past.

To many of our fellow toilers who look forward to the great work yet before us and who feel as if our future is insurmountable, I would suggest a looking backward into the dim distant past and see the vantage ground already gained, and I am sure they will view the future obstacles as much easier to overcome.

Our past and present struggles are but one continuous and never ending series of contests, preparatory to those we will be finally called upon to meet.

Active membership in the unions of our trades or callings is a prerequisite to an intelligent comprehension of our situation. It brings a broader comprehension, a more enlightened self-interest, which is best subserved when the interests of all are considered.

Regular attendance at the meetings of our organizations, a discussion of first principles and necessities first.

The question of the hours of labor, wages, fair treatment in shop, factory, mill or mine.

The perpetuity of the institutions of our country, the maintenance of the liberties of the people, the extension of fraternal help to the down-trodden of all nations, the recognition of the identity and solidarity of the interests of the wealth producers of the world; these are among the underlying principles for which the trade union movement stands.

As the small grains of sand, in the aggregate, form the great lands of all countries, so the integral parts of our individual membership in our trade and labor unions form the local unions, the national and international unions, the brotherhoods, the American Federation of Labor, and lastly, we hope the universal federation of the workers of all countries.

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## SINGLE TAX FALLACIES.

BY W. H. STUART.

### No. 3.

To the single tax mind no proposition appears more certain than that the confiscation of economic rent, as contemplated by the single tax, would produce sufficient revenue to defray all the cost of government, national, state, and municipal. Indeed Mr. George goes further and says:

Government could take upon itself the transmission of messages by telegraph, as well as by mail; of building and operating railroads, as well as opening and maintaining common roads. We could establish public baths, museums, libraries, gardens, lecture rooms, music and dancing halls, theatres, universities, technical schools, shooting galleries, play grounds, gymnasiums, etc. Heat, light and motive power, as well as water, might be conducted through our streets at public expense; our roads lined with fruit trees; discoverers and inventors rewarded; scientific investigators supported; and in a thousand ways the public revenues made to further efforts for the public benefit.

The program, it will be noted, was a liberal one. Indeed to many of his followers it went too far in the direction of state socialism. Therefore arose the division into single taxers "limited" and "unlimited." The former, led by the "distinguished statistician of the movement," Mr. Thos. G. Shearman, favored limiting the confiscation of rent to the amount necessary for the ordinary expenses of government, letting the shooting galleries and dancing halls go. Mr. Shearman estimated that the amount needed would be 65 per cent. of economic rent. In a lengthy article, running through three numbers of the *Standard*, under the caption, "One Tax Enough," he based his calculation on the value of land in 1880 as \$14,547,000,000. Estimating economic rent as 5 per cent. of that amount, he arrives at the following conclusion:

Gross economic rent at 5 per cent. . . . .	\$836,812,000
Gross necessary taxes . . . . .	580,898,000
Gross surplus . . . . .	\$256,419,000

"This would," says Mr. Shearman, "still make taxes only 69½ per cent. of economic rent. In short by no possible calculation which can be honestly made by any intelligent man can it be shown that the economic rent of the United States is not far more than sufficient to supply all the needs of the most extravagant and corrupt form of government that has ever existed on this continent." And he concludes (*Standard* of April 30, 1890) with the assertion that "everything seems to point to the conclusion that the cost of government everywhere is less than two-thirds of the ground rent." I shall endeavor to show that this expectation is founded upon a shallow fallacy.

Before doing so, however, I desire to call attention to another curious single tax fallacy, viz: that all valuable urban and suburban land would be occupied under a single tax regime. This idea crops up everywhere in single tax literature. The holder of vacant land is everywhere denounced for his "dog-in-the-manger" policy of neither using the land himself or allowing others to use it. The crowning glory of the single tax is "that it will force the vacant land owner to improve his land or abandon it to those who will."

It is everywhere assumed that when the government becomes the universal landlord there will be such a rush for land as the world has never witnessed. Under the magic influence of the single tax, tenants will, like the men of Rhoderick Dhu, spring up from the very ground and people the waste places of the earth. Thus the *Standard*, in an article referring to an offer made by the town of

Woonsocket R. I., by which a Belgium manufacturer was to obtain a site for a factory at a nominal price and for a term of years free from all taxes on the improvements, exclaims: "If we of New York would make the same kind of offer to manufacturers generally, every piece of vacant land on this island would have a factory on it in a very short time. But until those who are now holding our land are made to loose their hold we will not be able to emulate the little Rhode Island town. What will make them loose their hold so that manufacturers will rush to this island, erect factories and give employment to idle thousands?" And the triumphant answer that concludes the article is: "The single tax will do it!"

As there is plenty of room for 5,000 more factories on the vacant land of Manhattan Island that would give employment to a couple of millions of workmen, and as a proportional increase would, presumably, take place in every other city on the adoption of the single tax, the mind stands aghast at the possibilities of trade expansion and increase of population that would be at once effected under the miraculous influence of transferring rent from the pockets of private owners into the public treasury. So, too, the *Detroit Evening News* asserts (editorial March 14, 1890): "Not only will the single tax not decrease Detroit's land rents, but it will, if anything, increase them. Not only will there be no vacant lots without value, but there will be a demand for every foot of land in the city." As there is, at present, plenty of vacant land in Detroit to furnish room for a million additional population, here is another illustration of the belief in the miraculous expansive force of the single tax.

So, too, the *San Francisco Star* (single tax) contends. "That the single tax would destroy speculative or monopoly rent is true, but at the same time it would greatly augment economic rent." The *Star* argued that what might be lost by the contraction of the area upon which rent would be exacted, would be more than made up by the competition for valuable sites within the decreased area. The *Star* of course assumes that such competition does not proceed now under existing conditions. It would be curious to know why.

Let us, however, return to Mr. Shearman and his figures.

It must be noted that he based his calculations on the income that would be derived from a 65 per cent. tax on the supposed *present* rental values of land under private monopoly. Here is where the fallacy occurs. Both Shearman and George confound economic with monopoly rent. Ricardo's law of rent is expressed by this formula: "Rent of land is determined by the excess of its produce over that which the same application can secure from the least productive land in use."

Let us give a simple illustration of this law. Here are, we will say, three tracts of land of varying productivity. We will number them 1, 2 and 3. No. 1 is the highest but has no value until all occupied, then land No. 2 comes into use. Now land No. 1 has a value expressed by its excess of productivity, with the same amount of labor, over No. 2. Let us express the difference as 10. Land in No. 2 will have no value until exhausted and land No. 3 comes into use.

Then the rent of No. 2 will be the excess of its productivity over No. 3, the poorest in use. Let us express this difference by 10. Then the rent of No. 1 increases to 20, as between it and No. 3. This is economic rent, and is exactly what would occur under a single tax regime. But suppose that while land No. 1 is being appropriated, certain speculators are enabled to obtain control of No. 2. They would be enabled as soon as No. 1 is exhausted to demand as rent of No. 2 its full productive value over No. 3, and the value of No. 1 would at once jump to 20. Rent in this case is the result of monopoly, and may be termed "monopoly rent." This is what takes place under our present system of private monopoly of land. We are compelled to pay monopoly rent.

But under the single tax all vacant land is to be taxed exactly the same as adjacent land of equal productivity or site value. Therefore, the adoption of the single tax would make it impossible to hold vacant land out of use, because none could afford to pay the assumed full rental value of land that yielded no income. The result would be that all vacant land, not needed for immediate use, would be abandoned by the owners from inability to pay the tax, and would remain without value until increase in business and population justified further improvements. But more than this, with vacant land plentiful and much of it of no present rental value, under the rule that improved land should pay no higher rent than adjacent vacant land, would not all improved land decrease enormously in value?

Of course those who assume that upon the adoption of the single tax the vacant half of Manhattan Island would at once come into use, and that double the number of opera houses, academies of music, hotels, ten-story flats, thousands of stores, factories and warehouses, palatial residences, and thousands of more modest ones; and that a couple of millions additional population is ready to rush in and occupy these improvements at a rent that will be remunerative to the owners; and who assert that the difference between paying rent to individuals and paying it to the state, and the abolition of all other taxes, is the only thing that prevents this extraordinary increase of population and development of industry, to them of course no difficulty will be experienced. But to those not affected with *dementia singletaxiosis*, it must be evident that as we have plenty of land to support a population of 1,000 millions; that under a tax that would prevent a monopoly of land, first class opportunities would be abundant for our present sparse population, and that economic rent under such conditions would not be one-fourth, or probably one-tenth, of that now obtained under our present system of private monopoly of land, and consequent monopolistic rent.

If the foregoing arguments are valid, then the very term, "single tax," as implying its sufficiency for all the purposes of revenue, is a misnomer and absurd, and exhibits in a striking manner the shallowness of the Georgian philosophy.

The writer first exposed this singular economic fallacy in an article written for the *Star* of San Francisco, (an able single tax paper),



Nov. 14, 1890. It has been repeated in other papers at various times since, but so far no serious attempt at a reply has been made by single tax writers. That George and Shearman now understand the difference between economic rent and that due to monopoly is evident. The former in his reply to the Pope, on "The Conditions of Labor," recognized the difference for the first time. And Mr. Shearman, although formerly entirely opposed to all personal taxes, now advises single taxers to favor an income tax. Seeing, no doubt, the fallacy upon which his former calculations were based, and the consequent impracticability of raising sufficient revenue on a land tax alone.

Paradoxical as it may seem, Mr. Shearman's 65 per cent. tax would probably produce more revenue, than the nearly total confiscation proposed by Mr. George. For while under total confiscation it would be impossible to hold any vacant land out of use, a 65 per cent. tax would permit, to a considerable extent, the speculative holding of valuable land. This would augment rent in two ways: 1st. By the additional rent derived from the unused land. 2nd. By holding valuable land out of use it would serve to increase the rental value of land already improved and in use. In other words it would be a considerable step in the direction of present conditions.

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## A PARTING SHOT.

BY GEORGE C. WARD.

Before sailing from the sea of action for new and unexplored seas of discovery I cannot forbear a parting shot at the disabled hulk of the good ship "Single Tax." It is by a full and disinterested, an impartial and unimpassioned discussion of mooted economic theories that we must arrive at an answer to Pilate's question, "What is Truth?" It is truth that makes men free.

Will the readers of the MAGAZINE turn to the October, 1892, number, and in the course of an article from the pen of the gifted writer, José Gros, read again as follows?

To prove the feasibility of low taxes under the single tax is now in order.

We should commence by approximately specializing the economic land values of our nation. After long and careful study on the subject for the last five years, I offer the following estimates: Railroad land values, five and one-half billion dollars; telegraphs, telephones, street railroads, gas and city water, electric light plants, ferries, and all other state or city franchise corporations, two billions; all mines, petroleum and coal lands, cattle and lumber lands held in large masses by our potentates, two and one-half billions; land values in cities and towns of all sizes, ten billions; land values in farms, two billions. Total capitalized economic land values, twenty-two billion dollars; all such land more or less connected with improvements or more or less in



actual or possible use to-day. Those \$22,000,000,000 represent at 5 per cent., \$1,100,000,000 annual land values or land rents, due to the social organization for all social needs.

Out of that sum our 5,500,000 farmers would pay \$100,000,000, or 5 per cent. on the \$2,000,000,000 we have mentioned; that is, an average of \$20 for each farmer, with 5,000,000 of them. The economic value of many farms, 500,000 at least, is so low as to be practically zero.

What are the average taxes which the average farmer pays to-day, all told? The final cost of all finished products is increased about 50 per cent. by our tariff. The average farmer buys not less than \$200 worth of manufactured articles for annual family use, tools, wear and tear of buildings, &c., &c. That means \$100 indirect taxes. Add \$20 for direct local taxes. Total, \$120, against \$20 under the single tax *regime*, as we have shown.

Now take the many farmers with a mortgage on their farms. Call that, as an average per farm, the equivalent of \$800 at 5 per cent. Instead of his present private tax of \$40 interest he would pay but \$20. We assume but \$400 of that mortgage rests on improvements. The balance resting on land values, the farmer would owe to the social organization, that would be his single tax, the \$20 above mentioned, instead of \$140 for all taxes now, direct and indirect, plus the very \$20 he now pays to the mortgage holder for land values which, in ethics, belong to society.

It doth not yet appear by what occult means the inauguration of the single tax *regime* is to liquidate the farmers' mortgages, or substitute for the individual and corporate mortgages the "social organization," and for the interest charge of \$40 the single tax of \$20. For instance: The ratio of taxable land mortgaged in Missouri is 25.41 per cent.; in Illinois, 30.78 per cent.; in Nebraska, 53.18 per cent.; in Iowa, 46.95 per cent.; in Kansas, 61.56 per cent. These mortgages were given for capital in the form of money (saved wealth produced by labor), which strangely enough was loaned to the western producers of wealth by the eastern non-producer. The rate of interest runs from 8 to 12 per cent., which could not possibly have been paid out of a "residual increment," amounting annually to 4 per cent. after all demands for consumption have been satisfied, even if the demonetization of silver and other causes had not conspired to prevent the farmer from receiving his proportionate share of such "residual increment." The principal can only be paid in legal tender money, and although not increased in amount, as expressed in dollars, it will take 50 per cent. more of farm products to bring the dollars it would have taken when the debts were first contracted. These debts can not be liquidated by inaugurating the single tax system, nor can the "social organization" be substituted for the holders of the securities, until we revolutionize our form of government from an individualistic to a socialistic compact.

I take square issue with the statement that "The final cost of all finished products is increased fully 50 per cent. by our tariff." I cannot elaborate, but suffice it to say that the profits upon manufactured, or "finished" products will be found to be less than a fraction of that per cent. to the finishers or manufacturers, while I have shown in a former article that in Kansas, at least, the farmer has but \$320 per family with which to provide a sinking fund for the repair and final replacement of the buildings, fencing, work animals, machinery, tools and implements, and out of which he must buy fur-

niture, clothing, medicine, school books, literature, fuel, &c., &c., pay doctor bills, and last, but not least, pay the interest upon the mortgage and provide a sinking fund for the payment of the principal. Hence, his indirect taxes cannot well amount to \$100 a year.

Now for Mr. Gros' "economic land values of our nation." Let me first premise by asserting that the actual cash selling price of land, at which thousands of acres are bought annually by *bona fide* settlers for use and occupancy, contains no such element as a "speculative margin;" such element consisting of the difference between the price buyers *for use* are willing to pay and the price at which land speculators hold their lands. The actual demand for land *for use*, caused by pressure of population, will not be lessened by the single tax. The expression of this demand in price paid by buyers for use and occupancy is the capitalization of the *true* "economic rent" of the land of the nation. Under a single tax system individuals will yet be willing to pay as a tax five per cent. of the amount they are now willing to pay for a title deed. Indeed, it is not altogether unlikely that relief from all other forms of taxation may greatly increase rather than reduce the "economic land values of our nation." Putting it in another form: Under the present system *bona fide* purchasers of land for actual use, pay for land only what it is worth as a factor in production, under the present capitalistic monopoly of money and the tools of production. I speak of farm lands. As the single taxers do not propose to disturb the present relations of capital (money and tools) and labor, I contend that the "economic rent of land" will not be lessened or increased in any perceptible degree by the single tax system so long as capital of all kinds is monopolized by the few, and usury and profit reign supreme. But if, as Mr. Gros seems to think, the single tax will destroy monopoly, then the economic rent of land will be increased by just the amount now absorbed by monopolists. This seems plain to me.

Mr. Gros puts the economic "land values in farms" at two billions of dollars, and land values in cities and towns of all sizes, at five times that amount, or ten billions of dollars. In the state of Kansas assessed valuations are upon just about a 30 per cent. basis; that is to say, the assessed value of land is just about 30 per cent. of its actual, cash, selling value. Kansas had in the year 1892, land not in cultivation (unimproved), 28,848,470 acres, and 16,796,391 acres of land under cultivation (improved), assessed at an average rate of \$3.68 per acre, or \$171,167,129.85, showing a real valuation of \$570,223,766.10. Assuming, with Mr. Gros, that one-half of the value of improved lands consists of improvements, I deduct \$103,017,864.80, which leaves us \$467,205,901.30 as the real value of the bare farm land in the state of Kansas alone. But the actual value of the town lots in cities and towns, including all improvements, figured on the same basis, was only \$217,725,106.90, or less than one-half of the value of farm lands. In the state of Ohio, which certainly has a fair preponderance or proportion of large cities, the assessed valuation of farm lands, including all improvements, in 1890 was \$560,361,909, while the assessed valuation of all lots in cities and towns,

including all improvements, was \$570,773,589. I presume that the improvements in the cities and towns are worth fully as much as a whole as all the improvements upon farm lands. The assessment is, of course, made upon precisely the same basis in cities and in the country. Be that basis what it may, it bears some certain ratio or proportion to the actual cash selling value of farm lands and city lots. I think that Mr. Gros should re-consider his distribution of "economic land values in our nation." The assessed value of all real estate in the nation, for the year 1888, was slightly more than \$14,500,000,000, and our best statisticians consider that such assessed value is about 40 per cent. of the real value, which would then be \$36,250,000,000, which value, however, would include all improvements on farms and lots. The acreage of improved lands in farms was given by the census of 1880 as being 539,309,179, and its actual value as being \$10,197,096,776. It is estimated that in 1890 the acreage of farms approximated 700,000,000 acres and their actual value \$12,000,000,000. To this sum must be added the value of all unimproved farm and grazing lands in the nation, including "mines, petroleum and coal lands."

But, even granting that Mr. Gros is correct in his distribution of our economic land values instead of being at fault, as I think he is, both in his grand total and his distribution, he yet does not grasp the fact that the single tax (unlimited) would be, not a direct tax, but an indirect tax upon consumption. For instance, if the cost of farm products did not, as it does at present, exceed the return received for them, the single tax would be (not added) included in the price to consumers of such products, as otherwise there is no fund out of which the farmers could pay such tax. So with everything else. The manufactured product would include in its price the single tax (rent) upon the manufacturing site, the wholesale and retail store sites, and the residence sites of all concerned in the manufacture, handling and sale of such product. It cannot be otherwise. Thus it would be an indirect tax upon the consumers of such product in proportion to each consumer's consumption. The railroad single tax would be, as their direct taxes are now, included in and paid out of their gross receipts as operating expenses, and would be an indirect tax upon all patrons of the railroads.

I then conclude that were farming so profitable as that, above the cost of production farmers could realize from the sale of their products enough to enable them to pay the single tax (5 per cent. upon the value of the location) and yet have enough left to buy for consumption as many and much goods, commodities, merchandise, &c., as those employed in other avocations. The case of the farmer would stand thus, taking Mr. Gros' distribution for it:

Single Tax upon two billions of land values . . . . .	Shifted
Two-fifths of 5 per cent. upon twenty billions of land values . . . . .	\$400,000,000

This would make a tax of \$80 for each of our five million farmers, while to the poverty stricken, fairly well to do, or moderately well off wage worker, mechanic and small dealer in our cities and towns,

the single tax would bear exactly the same relation and operate upon in exactly the same manner as do the indirect tariff and internal revenue taxes at the present time, and they would have to pay five-sixths or more of the farmer's single tax in the price of the farm products they consumed, their own single tax upon residence sites as tenants or owners, as well as two-fifths of the single tax upon lands in cities and towns occupied and used for income producing businesses. The rich—well, the rich would only pay according to their consumption, just as they now pay the tariff and internal revenue taxes. If, however, I was preparing a tabulated statement, I should fix it up somewhat as follows:

TOTAL VALUES IN UNITED STATES.  
1890.

Farms (bare land) . . . . .	\$6,000,000,000
Unimproved lands . . . . .	1,000,000,000
Mines, petroleum and coal lands . . . . .	2,000,000,000
Lots in cities and towns (bare land) . . . . .	8,000,000,000
All buildings and other improvements . . . . .	13,000,000,000
Railroads and municipal franchises . . . . .	7,000,000,000
All personal property . . . . .	18,000,000,000
Total . . . . .	\$55,000,000,000

An apparent discrepancy of five billions, which is accounted for in one word, "water."

DISTRIBUTION OF SINGLE TAX.

Total tax, 1890. 5 per cent. upon \$23,000,000,000 . . . . .	\$1,150,000,000
The farmer would pay two-fifths of 5 per cent. upon \$17,000,000,000 . . . . .	340,000,000
The manual, mechanical and professional laborers, business men, and all city toilers, five-sixths of 5 per cent. on \$6,000,000,000 and one-half of 5 per cent. on \$17,000,000,000 . . . . .	675,000,000
The plutocrats would pay the residue . . . . .	135,000,000

Three-fourths of the wealth would pay less than one-eighth of the tax. The farmers' pro rata is based upon the assumption that the price of their products represents a profit, above the cost of production sufficient to include their single tax, after providing all necessary articles for use and consumption.

But do not understand me as meaning that this would not be an advantage over the present system. Under our present system the people are already paying "economic rent," not as a tax but as a bonus, or free gift to monopolistic corporations, individual landlords and land speculators. Besides this they pay the indirect tariff and internal revenue taxes and railroad and other corporative taxes, as well as their own direct state, county and school taxes. Under the single tax regime the payment of all these taxes would be avoided and the people would simply pay as a tax to themselves as a community, the rent and unearned increment they now pay to private individuals, corporations and land sharks for their private enrichment. The system would be an improvement over the present one, but I shall continue earnestly to contend that there is a "better way."

L F M 3 Apr 93



## THE COMING CIVILIZATION.

BY JOSÉ GROS.

No. 4.

The more we meditate on the general results of even the best parliamentary systems we have so far devised, the more disgusted we are forced to be with them all. Without denying that they represent a certain advance into popular freedom, we must confess that the advance is very lame, exceedingly incomplete, and with actual and constantly increasing disasters. Besides, they seem to involve fatal dangers for the future.

Who can prove that all modern nations, ours included, are not gradually marching towards the very abyss into which previous civilizations have been sunk? Suppose that we have avoided certain of the evils of the old civilizations. Have we not generated other evils that the old nations never developed, with the same intensity, anyhow? Let us grant, that in spite of all our drawbacks, we are better off than in the worst periods under the old irresponsible monarchies; yet, can we prove that we are better off than the people under the best old monarchical periods? We can prove nothing of the kind. We may even be able to prove the contrary, most especially, if we take into account what we do need to-day, which men in old periods did not need. Also, if we remember the much greater wealth accumulated by the few in modern times than by the few in old times.

Take, for instance, what we know as positive facts, through the experience of Xenophon and his 12,000 Greeks in their wonderful retreat across the immense territories of the Persian empire, until they reached Trebizonda, after over fourteen months of marches and countermarches. They had to be constantly avoiding large cities and the Persian armies. They had to go through belts of country with least population and least wealth. All the same, they needed, now and then, to approach country villages, where they could rest and obtain supplies; and they did often rest around such villages for days and even weeks. Almost invariably, they found such villages with quite an abundance of all that the 12,000 Greeks could need for them to have while resting, and for them to take away until they could find new supplies.

No army of any 12,000 men, traveling through our country to-day, could find any of our villages, or even middle size towns, with local supplies enough for any one day, without previous notification, of course, for the collection of supplies, from miles and miles around, or from larger centers of population.

The army of the Greeks, under Xenophon, was composed of the substantial elements of the Greek cities, men who, in most cases, represented the middle classes of the rich Greek emporiums, centers of commerce. Most of those men, not to say all, were intelligent fellows, with magnificently well developed bodies. Such men are not made with poor, scanty food, or the like. Yet, they were aston-

ished at the abundance enjoyed by those Persian villages, indicating that, if any thing, they were even better supplied than the old cities in old Greece.

Evidently, in that period and similar ones, Persia had less poverty than the great republic in the year of grace, 1893, after nearly thirty years of profound peace and immense prosperity.

A few months before the beginning of that retreat, the same 12,000 Greeks, with 100,000 Persians, all under Cyrus, the younger, had traveled over an entirely different belt of Persian territory, far off and totally distinct from the line of retreat we have mentioned. That army of 112,000 men found all that was necessary, in every town or city where the army stopped along 1400 miles of march. And Cyrus was really traveling through an enemy's country, since he intended to dislodge his brother from the throne, and he was killed in the attempt. Without long previous preparations, it is doubtful if any army of 112,000 men would find provisions enough anywhere outside of our twenty largest cities.

It looks as if the old irresponsible monarchies could develop at least as much genuine prosperity, if not more, than our modern nations, with all the fumes of political freedom, with the immense advantages of steam, electricity, improved machinery, public schools; with all the paraphernalia of modern progress, and, on the top of all that, twenty-centuries more historical experience than our brethren, the old Persians.

All the above would seem to prove that our political systems are as faulty as our economic methods. It proves that our modern parliamentary contrivances must eventually make room for something better. It proves that back of our industrial monopolies we have built up political monopolies. It proves that the ballot privilege must be made far more effectual than we have ever made it.

Under our past and present political devices, what does the ballot do, even when intelligently cast? It simply places a group of men in power for them to manipulate the nation as they may see fit, regardless of the wishes of the people. We don't find in the last six centuries a single parliamentary system that has not been converted into a species of oligarchy, more or less pronounced, more or less tangible, according to the conditions of each period and nation. They are altogether too complex, the systems in question; they contain too many wheels; they are loaded down with too much machinery; they are magnificently adapted to the evolution of intrigues and intriguers; they become just as irresponsible as the old irresponsible monarchies, because the individual hides himself behind the machine.

Grant that our American system has many advantages over others. Are we sure that they are good enough to save us from destruction? Have we not developed, in a little over one century, about the same evils that the European nations have evolved in ten centuries, and that it took old Rome fifteen centuries to evolve? With all our tendencies and aspirations towards a sound, a real democracy, have we not developed an oligarchy in politics, and the most insolent plu-

tocracy that has ever controlled the destinies of any nation, in silent but effectual alliance with the political oligarchy in question?

Suppose, that to-morrow, 51 % of the voters in England, France or Germany want to undertake any radical reform whatever; it can be carried out without much delay, under some energetic propaganda. No 51 % of the voters in our nation can by any means carry out any radical reform which may happen to be against the letter or spirit of the constitution. The legislatures of 26 % of the states can block the wheels of our national progress for all time to come, and those states may not contain over 15 % of the votes of the nation. That is minority rule with a vengeance. And minority rule is despot's rule.

Now, take our senate. Can you show us any house of lords in present or past historical developments with greater power than that senate of ours? It is not the creation of the worst uncrowned king, that of cliques of politicians in legislative halls. And that senate itself represents minority rule. States with less than 50,000 voters can have as much power as states with over 1,000,000 of them, through that senate, which can check all legislation, considerably disturb the executive functions, and, through its influence in the nomination of all important officers, contains the germs of the deepest political corruptions imaginable.

It stands to reason that each generation belongs to itself. Hence it owes certain duties to itself and to the coming ones. It also stands to reason that we have no right to let any idolatry towards the past interfere with our efforts in the realization of divine ideals. Sentiment is good enough in its place, but it should never stand across the path of duty. Besides, the law of self-preservation is supreme with individuals as well as with nations. And we are confronted with dangers too appalling for us not to face the situation in all its real, unmasked forms.

The dangers and perils of modern societies have been brought about by the intense selfishness, in legislation, that all parliamentary systems have developed on both sides of the Atlantic and the Pacific, at an increased ratio every twenty or thirty years. Can any pruning process permanently check that pernicious tendency? It seems more reasonable to declare that just as the irresponsible monarchies had to give away to our parliamentary systems, so the latter must eventually make room for something better. Such systems were devised for the purpose of giving to the people just rights enough to keep them quiet, and not rights enough for them to keep the wealth they could produce. The real object of all modern and semi-modern political systems is the creation of political monopolies with which to perpetuate and intensify all industrial monopolies, without the people being able to interfere with the process.

As a grand finality, men shall only find one remedy for the suppression of industrial and political monopolies, viz: "Legislation direct by the people, through annual or biennial elections, apart from annual or biennial elections for executive officers." Please don't hurry to say that that is impossible. It may not be possible for a

while. We shall, in future articles, indicate at least some of the simple processes by which in due time the finality in question could be brought about. Our suggestions may at least evolve thought on the subject and bring out still more simple processes through which to improve human civilization from the bottom by totally abolishing the machine in politics, as we have it and have always had it, the curse of all parliamentary systems.

[To be continued.]

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## ECONOMIC MISCONCEPTIONS.

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BY JOSÉ GROS.

We should not be surprised at the fact that so many bright minds have yet failed to grasp the new social economy known by the name of the Single Tax on Land values. It is so difficult to embody the spirit of any science in a single sentence! And, in our present case, the funny thing is that the single tax is not a tax at all. What is it then? It is righteousness applied to the foundations of the social organism. That has been proved sixty times over in the pages of this MAGAZINE, during the last two years, and we shall be delighted to prove it again in a few moments. We shall commence by ourselves playing the critic against our critics.

The friends in question keep asserting that the application of the single tax would not prevent interest, and what they call profits, to keep on ruling supreme as monopolistic elements over the industrial fabric. They have never proved that. They can never prove it. That mere assertion of theirs shows that they don't know yet what the single tax means.

First let us see about the question of interest as the permanent and oppressive feature that it has always been, more or less. Why is it that the many are forever in debt to the few? Because the many are constantly under tribute, through the payment of land rents to the few. Is not that just as self-evident as the diffusion of gases through space? Suppose a social compact composed of ten average family groups, in an island with 1,500 acres, each family paying an average of \$50 annual land rent for all public needs, extremes from \$20 to \$80 according to a little greater or less advantage in the fertility or location of each family lot or plot, used and occupied by each family. As long as such an arrangement was in force, resting on the free competition of the families in question, how could any one of them keep the rest forever in debt? We could safely offer a reward of ten millions of dollars to any of our friends who should satisfactorily answer that question.

In such a social compact money would have no power to kick



anybody out of land, no power to buy land, and only power to keep a certain portion of land developed in full, according to the general conditions of each locality and period. That seems to be simple enough! And yet, our friends refuse to understand that!

When we walk along the road, with the solar disk in full view, can we control the shadow of our cane unless we control the cane itself? Nor could anybody control any land products, in that social compact, as a monopoly combination, because they could control no land, as a mere monopolistic scheme. Again, is not that simple enough, self-evident enough? It is so amusing to notice the complete absence of logic with the very men most in need of logic because engaged in social reforms!

And without monopoly in land products, because of absence of land monopoly—and without interest on money, as an oppressive feature in industrial developments, because money could control no land and so no land products, in the sense of monopolistic combinations, how could we have that spectre of profits, aside from labor's legitimate earnings? Because we must assume that our friends refer to monopolistic profits. If they had taken the trouble of understanding the single tax, they would know that it means: "No more monopolistic profits in any shape whatever in the industrial organism!"

Now let us see about that other eternal hobby of our friends, the shifting of the single tax into the prices of products. The shifting of taxes! What is that but a process of robbery made possible through land monopoly—land robbery—and that alone? And how can effects exist if you suppress the cause? Fundamental robbery once suppressed, through the single tax, how could incidental robbery go on? Are not incidentals the result of fundamentals?

Take those ten families in that hypothetical island of ours, each family paying \$50 average land rent for all public needs, and so paying that to each other, how could they add that to their own private revenue, when that was given away as public revenue? When a collection is taken in church, to meet the expenses of that church, can the members of that church pocket back the money given in the Sunday collection, by adding it to the prices of the goods they may sell on Monday next?

We should now attack our critics in their last ditch. They pretend that what we need is to suppress land rents, but they never explain how that can be done. Can we suppress the force of gravitation? Just as that force springs up from the presence of matter in infinite space, so economic land rents spring up from the presence of population in the social compact, from competition, among men, for land of given conditions. Are not ten acres in the valley by a pretty stream, far more valuable than ten acres on a stony hill? There is the economic rent that you critics want to suppress. You are at war with nature; at war with God, although I know that you don't mean to do any such thing. And, in due time, our critics shall be just as good single taxers as anybody else.

To-day, as well as in all previous historical periods, the social or-

ganism can be compared with a kettle having a leak at the bottom, besides a number of leaks more or less near the top or kettle's edge. Many of our modern reformers imagine, as all previous reformers have thought, a few here and there excepted, that if we stop some of the leaks near the kettle's edge, that the kettle may commence to work, after a fashion anyhow. The single taxer is the only fellow who seems to be totally convinced that that kettle of ours has a bottom leak, and he is constantly saying to all reformers: "Gentlemen, as in the past, so in the present, our kettle, our social fabric, cannot even begin to work right until the bottom leak of wholesale land robbery is stopped." The logic of the situation would seem to indicate that as soon as the bottom leak is stopped, the job of stopping the side leaks cannot be a difficult one.

What is most refreshing to us fundamental reformers (a little infatuation does not hurt anybody) is the child-like innocence with which some men assume they could escape the single tax by investing in securities. What are securities but representations of wealth somewhere, resting on land values somewhere? Even government bonds, what are they but a general mortgage, partly resting on land values and partly on labor product values?

Just as the force of gravitation acts on all matter through the infinite, so the single tax would or could act on all the land values through the industrial fabric of nations.

And, one of the two, either we have to appropriate economic land values for all public expenses, or else we have to keep on letting monopoly land values enrich a few monopolists. It is in the latter case that such monopoly land values, higher than economic ones, are added to prices. It is in the latter case; and so in the past, and so in the present, that we not only rob the mass of workers, but prevent them from producing and retaining what would be equivalent to a full life among all men and family groups, according to the advancing conditions of an advancing civilization.

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## MR. STUART'S SINGLE TAX FALLACIES.

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BY JAMES MIDDLETON.

No. 2.

Mr. Stuart, in his second article, takes up the "security of tenure of land and improvements" under the single tax.

After a forcible presentation of his case, he says: "Is it not evident that if George's theory of the continuous increase of land values is correct that security of tenure, under the single tax, would be impossible?"

I have always supposed that Mr. George and single taxers generally taught that the effect of the single tax would be to raise the margin of cultivation and diminish present rents of improved lands. If, under the single tax, present land values should not diminish, and instead should continue to increase, and if the tax should practically take it all, and if the improvements and personal property of the holders should be held liable for the tax, then undoubtedly some would be taxed out of their homes and out of their savings, even though society, as a whole, should gain.

But there are several ifs in the way. As Mr. George himself has pointed out time and again, the effect of the single tax would be to raise present margin of cultivation, diminish present rents, accompanied by increase of wages and by the freeing of the laborer, whether with hand or brain, from nearly all of present taxation. The increase in rents would come primarily, not from increase of rents of land now improved, but from valuable lands newly brought into use.

Take Los Angeles, for instance, Mr. Stuart's home. I suppose it, like New York and other cities that I know, has a great deal of land unimproved, lightly assessed, and held for speculative purposes. The holding of these vacant lots at speculative prices diminishes to that extent the supply of land in the market and causes the rents of improved lots, and taxes as well, to be abnormally high; all of which rents and taxes come out of the industrious classes of Los Angeles. If Los Angeles should free all its improvements from taxation and should raise all its revenues from its lots and franchises, assessing the vacant lot at the same rate as the improved lot adjoining, it would discourage holding lots vacant and stimulate industry by freeing it from present taxation. The holders of vacant lots would either seek to improve or sell. If they improved they would become wealth producers and the amount of wealth and the demand for labor would both be increased. It is an economic law, that the more wealth is increased the greater the amount to be divided, and greater the demand for labor, greater are wages or the share that labor gets.

I suppose no one will deny that merchants, manufacturers and farmers fare better when wages are high and steady than when they are low and uncertain, even though the rate of profit is lowered.

Some holders would not improve, but would offer for sale; or some lots might be sold for taxes. According to the law of supply and demand the price of lots would go down. Undoubtedly some would revert to the city. To the extent the city became a holder it would be able to control rents. It could do this by placing the city lots at a fixed valuation of annual rent, thus preventing, on the one hand, the raising of rents by the landlords, and on the other preventing undue depreciation. Lands would become a great deal cheaper in Los Angeles. The revenues of the city might be less from present improved lots than now, while its total revenues would be increased by increased receipts from lots now held vacant for speculative purposes.

Such a policy would undoubtedly injure speculators, but would benefit all classes of producers and wage workers. The taxes of hold-



ers of well improved property, if the taxes were limited as I believe they should be, to the needs of wise and economical government, would be less than now, so to them would come a benefit of reduced taxation.

There remains to be considered specifically the cases of "Farmer Jones," on the outskirts of town, and "Smith, the mechanic," with a little home on a lot in the business center. As I have been considering well improved and vacant city lots I will discuss the latter first.

Under our present system, if he fails to pay his taxes he is sold out, even if the whole property is consumed thereby. His assessments, so far as my investigations go, are at the top notch, while the owners of vacant lots and of the magnificent blocks are under assessed. The investigations of Hon. Tom L. Johnson's congressional committee showed (May 24th, 1892) that it was emphatically so in Washington. I venture to say that there are no towns to be excepted. Our present complex multi-system of taxation offers greater opportunities for such gross favoritism than would the single tax, where every one would know just what his neighbor was paying.

Under the single tax, logically carried out—as Thos. G. Shearman, one of George's ablest followers, has clearly pointed out—the improvements would not be liable for the taxes. While any person failing to pay his taxes would, as now, find his land advertised for sale, yet, contrary to the present custom, the advertisement would provide that the purchaser must compensate the delinquent for his improvements. I am not prepared to say whether it would be found expedient to exempt the whole improvement or not, but the single tax, justly carried out, would in some such way as that give ample protection to the man, no matter how poor he might be, who sought to invest his savings in a little home. It would also certainly be easier for him to get a home than now. In fact I know of no way, in society as at present constituted, by which home-building could be as well stimulated.

"Farmer Jones," at the outskirts of a rapidly growing town, would find the same generous provision to protect his improvements. He would also find an additional safeguard in a diminished assessment, for some time to come, through the opening up of the more favorable business sites now vacant, nearer the business center. True, his chances to be a land speculator would be diminished, but his chances to be a prosperous farmer would be vastly increased.

I am really more interested in the general class of farmers, who live further from town and who cannot look forward to selling their land in building lots. On them our present system of taxation is falling with crushing weight, and rapidly reducing them to renters. When they improve their stock, machinery, and buildings the tax assessor finds them. When they buy the things they need the tax is there increasing the price. When their children seek farms of their own they have to spend all for the bare land and then have to borrow to make the improvements. The census bureau reports show that a large part of farm mortgages are for purchase of land and improvements.

No wonder interest is high, that mortgages are steadily increasing

and that the renting class is largely on the increase. No wonder so many farmers' sons and daughters crowd into the cities, increasing the supply of wage workers there, lowering wages among the city workers.

Such is the condition of affairs the single tax seeks to relieve by freeing the producer or consumer from present taxation, increasing his income some 25 per cent. and at the same time lessening the rent he has to pay; lessening the purchase price if he seeks to buy.

Besides all this, whether the assessment is yearly, as now, or at longer periods, it will protect, as I have shown, improvements from being wholly consumed by taxes or from being swept away by the rapacity of those who now like vultures watch the annual tax sales of property all over this country.

No, Mr. Stuart, so far from having shown the fallacy of the single tax, regarding the tenure of land and improvements, you have but called attention to one of its greatest virtues. When it shall come, each able and industrious married couple may dwell under their own vine and fig tree with a sense of security and freedom now unknown.

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## SHORT STUDIES IN POLITICAL ECONOMY.

BY WILFRED P. BORLAND.

No. 4.

As land is an absolutely necessary factor in the production or wealth, the ruling classes have, in all ages, taken advantage of the fact to bring the masses into subjection to their wills. Primitively, land was everywhere recognized as common property; but, as society has developed from its rude beginnings, the ruling classes have succeeded in throwing over land the ægis of individual property, and surrounding it with the same safeguards of law as have applied to that other class of *really* individual property which we style wealth. This is the fact which the capitalist has taken advantage of to gain the better of the laborer in the business of production. Instead of using his capital, as an aid to labor in the production of wealth, the capitalist has used his capital for the purpose of securing rights over land, and thus placing himself in a position where he might surely obtain an undue share of the results of production. The system of capitalistic production, for profit, upon a large scale, is of comparatively modern origin; and, what is a significant fact, political economy did not begin to be cultivated as a science until after the development of the capitalistic system.



It has been the business of political economy, thus far, to force capital into the very forefront as the prime factor in production, and in order to do this it became necessary to invent the fiction that land is capital. It has been sought, in many ways, to relegate the land question to the rear, and arguments without number have been introduced to show that the land question is settled in the only way it can be consistently with the rights of property, and the requirements of an advanced civilization.

But circumstances without number have given the lie to these protestations; the land question is one of such hugeness that it positively will not down; it forces itself to the front in spite of all efforts to the contrary, and in spite of all the truisms and platitudes of political economy the fact stands boldly forth that the land question is not settled, and the further fact that justice will never reign upon the earth until it is settled and settled right. It is within the province of political economy to indicate the proper settlement of the land question; it would be much less than a science if it failed to do this. The proposition has been laid down that "labor produces all wealth." In the face of this the laborer sees himself toiling, without intermission, for a bare living while those who do no labor are surfeited with wealth. These, the laborer is told, are the capitalists. Is it any wonder that the laborer should complain that capital is robbing him? Is it any wonder that there should be a feeling of intense antagonism toward capital on the part of laboring men? In the face of these two statements it is idle to attempt to lull workingmen into quietude with platitudes about the sacredness of property; it is idle to point to the wonderful advances which have been made under the direction of capital; it is idle to tell workmen that they are the victims of a natural law of population, and are suffering from the natural effects of the law of supply and demand. Workmen are beginning to learn better than this; they are beginning to see that they are just naturally robbed in some way or other, and they cannot be controlled by the present methods much longer; sooner or later they will demand that the present system be abolished, and when the demand comes, it will come, after the manner of the people, in no uncertain accents. Well will it be for the ruling classes if they are able to meet that demand in the proper spirit; well will it be for workingmen if they are able to present a social scheme based upon pure equity for the one they overthrow. Well for them if they are able to free themselves from the influence of demagogues, and stand forth, freed from all selfish influences, as the champions of God's justice upon earth; and demand the enforcement of an economic policy which recognizes land as one of God's gifts to the human race, in which the humblest have equal rights with the most powerful. The importance of workingmen obtaining clear ideas on the land question is such that, before proceeding to trace out the laws which govern the distribution of wealth, I hope I may be pardoned if I devote a few of these papers to tracing a few historical developments connected with land. A more just appreciation of the importance of the question will thus be ob-

tained; we will be able to perceive analogies, and it will appear that the land question has, all through the centuries within the historic period, been the great fundamental question which has determined the social, political, moral, and intellectual activities of society.

## THE SPECULATIVE MARGIN, AND THE NATURAL PRICE OF LAND.

BY GEORGE C. WARD.

I am now ready for the consideration of the question "The speculative margin and the natural price of land," which Mr. Borland has so kindly endeavored to make clear to my beclouded intellect, with his simple little diagram, so well adapted to my powers of perception.

At the outset, I wish to reiterate my confession that, although I have steadily kept in view the objective point of my attack, I have (misled by the indiscriminate use of the term by political economists (?), including Mr. Henry George) used the term "economic rent" where I should have said "monopolistic rent." Mr. Borland has done the same thing. I now see that there should be a sharp distinction made between "economic" rent, arising from relative fertility and location, under a state of freedom (wherein the only title to land is "use and occupancy"), and "monopolistic" rent, under a system wherein men may hold, by virtue of improvements, as many sites or locations as they choose, renting such sites and improvements to the highest bidder. Standing, in relation to the single tax, just where Mr. J. W. Sullivan, editor of the *Twentieth Century*, does, I apply to Mr. Borland a quotation from the *Twentieth Century* of September 15th, 1892, as follows:

Does Mr. Middleton argue here as a single taxer on the question of rent? If he does, his argument falls to pieces in presence of these facts: Some months after the publication of my article of June 4, '91, George issued his "Letter to the Pope." There (p. 18), for the first time to my knowledge, he admitted a distinction between economic rent and monopolistic rent. That distinction was precisely the one to which I had drawn his attention. So George is now at outs with the distinguished authorities quoted by Mr. Middleton. Economic rent, George now sees, is the excess of the value a piece of land would have over the value of the land (zero) at the margin of cultivation—in a state of freedom. So he must have changed his mind since he made, as Mr. Middleton states, economic rent to mean the excess of the value a piece of land has over the value of "the poorest natural agent in use"—now, in a state of monopoly. This change of mind proves the truth of my argument of June 4, '91, that originally, in "Progress and Poverty," "George's single tax scheme was founded in error," that George proposed to "license robbery and tax the plunder." Mr. Middleton is behindhand; he has not known of George's change of mind. But other single taxers have. In the syndicate papers, August 27, the general editor, commenting on my statement that in absorbing the rack rent of to-day

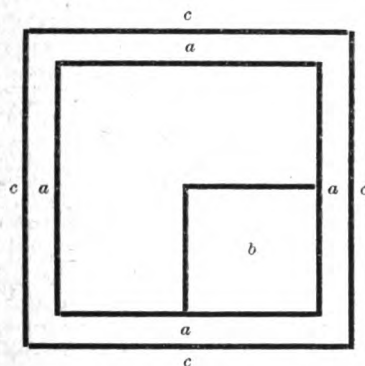
the single tax would deprive producers of their wealth, shows that he knows economic rent to be, not the market rent of to-day, but what rent would be under freedom.

And to prove that Mr. George did, at one time, propose to perpetuate the robbery of the masses by monopolistic rent, through the medium of the single tax, I quote as follows from page 183 of *Protection or Free Trade*:

For a full exposition of the effects of this change in the method of raising public revenues, I must refer the reader to the works in which I have treated this branch of the subject at greater length than is here possible. Briefly, they would be threefold:

In the first place, all taxes that now fall upon the exertion of labor or use of capital would be abolished. No one would be taxed for building a house or improving a farm or opening a mine, for bringing things in from foreign countries, or for adding in any way to the stock of things that satisfy human wants and constitute national wealth. Every one would be free to make and save wealth; to buy, sell, give or exchange, without let or hindrance, any article of human production the use of which did not involve any public injury. All those taxes which increase prices as things pass from hand to hand, falling finally upon the consumer, would disappear. Buildings or other fixed improvements would be as secure as now, and could be bought and sold, as now, subject to the tax or ground rent due to the community for the ground on which they stood. Houses and the ground they stand on, or other improvements and the land they are made on, would also be rented as now. But the amount the tenant would have to pay would be less than now, since the taxes now levied on buildings or improvements fall ultimately (save in decaying communities) on the user, and the tenant would therefore get the benefit of their abolition. And in this reduced rent the tenant would pay all those taxes that he now has to pay in addition to his rent—any remainder of what he paid on account of the ground going not to increase the wealth of a landlord but to add to a fund in which the tenant himself would be an equal sharer.

I shall now ask our friend, the editor, to reproduce Mr. Borland's diagram and explanations thereof.



The square bounded by the lines  $a$  represents an area of land sufficient in extent to supply the wants of a given community, and the natural margin of production rests at the lines  $a$ . The area represented by the square  $b$  is withheld from use; and, as the demand is for the whole of the area within the natural margin and the square  $b$  lies within this area, the supply of land sufficient for the wants of the given community is just to that extent restricted. The



demand being for the whole of the area within the natural margin, and the supply being thus restricted, the community is necessarily forced to have recourse to land lying beyond the natural margin in order to supply its wants. An unnatural or "speculative margin" is thus created, which settles at the lines *c*.

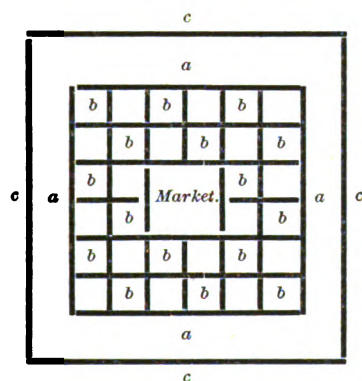
The condition herein shown is precisely such as governs our land supply to-day; it is the condition we single taxers have in mind when we use the term "speculative margin," and I must insist that we know exactly what we mean, Mr. Ward to the contrary, notwithstanding. Now, let us reason a little upon this condition.

Every parcel of land within the lines *a* has a natural price; the amount of which price is estimated by the relative advantages of the land as compared with land situated at the natural margin. Now, by reason of the extension of the margin to the lines *c*, a new relation is established; the advantages which operate to give value to land are no longer estimated by comparison with land situated at the natural margin, but by comparison with land situated at the "speculative margin." An unnatural rent is thus created which we term "speculative rent," to distinguish it from rent proper, or rent arising by reason of the free operation of natural laws. Just how much of our land values are natural, and how much "speculative," it is impossible for any power short of omniscience to tell; the fact of the existence of the square *b* destroys the possibility of arriving at anything more than approximately correct conclusions. But, from our knowledge of the operation of the law of supply and demand, we are warranted in inferring that our land values are much greater than they would be if allowed to arise naturally. We are also warranted in making the assertion that, providing the area represented by the square *b* is forced into use, the "speculative margin" will be destroyed, the margin would adjust itself naturally at the lines *a*, and the rent of all lands within the area bounded by these lines would adjust itself to the new relations and be correspondingly reduced.

Before proceeding to a discussion of the issue involved, I will hazard a few ideas, "by the way." Mr. Borland's illustration is evidently largely hypothetic and theoretic, or else he finds his data across the ocean in some foreign land. For the past twenty years the United States has exhibited the anomalous phenomena of a steady depreciation in the value of valuable farm lands; to such an extent that, in the face of a continuous and abnormal pressure of population and in spite of individual and corporative monopolization of unused lands, the value of farm lands, in the aggregate, has shown a steady decrease in almost every state in the Union. An ounce of fact is worth a pound of theory. Much of this decrease in value is the result of usurious interest and abnormal profits realized by businesses carried on upon "valuable lands" in cities and towns and the consequent shifting by monopolistic non-occupying landlords of monopolistic rents paid for the use of such lands, the burden falling upon productive and distributive labor. There is no such factor as "natural price" for products in the United States. Specially is this the case with farm products. Cattle and hogs are priced by an enormous trust, or combine, by which the market is monopolized, and which sells dressed beef in Liverpool, England, for less money than in Kansas City, Mo., where the beeves are slaughtered. Wheat and cotton are priced in Liverpool and lowered by competition with the cheap lands of India, the price of a bushel of wheat in Chicago

being the price of an ounce of silver, less 15 cents transportation. That is where the demonetization shoe pinches the foot of the American farmer. As the United States produces very largely of agricultural staples for export, Mr. Borland should locate his "natural margin" (within the lines *a*)—say England, France and Germany, and extend his line *c* so as to embrace Russia, India and the United States. As an illustration of existing facts, Mr. Borland's diagram is a failure, but, as a hypothetical case, it illustrates his theory.

Now for Mr. Borland's economic scalp. The editor will please insert, as better illustrating the likely facts, this diagram:



My readers will please substitute the above diagram for Mr. Borland's and apply his explanation to the several lines designated by the various letters. The first thing I notice is that Mr. Borland virtually concedes my entire contention, in his admission or claim that non-occupying landownership is responsible for the "speculative margins," (or *monopolistic rent*;) as he chooses to call the overflow into the domain or area bounded by the letter *c*, caused by pressure of population. A deed of gift to the land held out of use, made by the non-occupying landowners to the occupiers of the area between the lines *b* and *c*, would quickly demonstrate the eminent correctness of Mr. Borland's conclusion. But it would do more. It would prove that political economists are mistaken when they assert that the withholding from market of the small squares represented by the letter *b* adds to the value of the residue of the land bounded by the line *a*. Not one dollar does such withholding from market add to the value of such residue of land. The only effect such withholding from market has upon the value of land is to give to the lands between the lines *a* and *c* a value they would otherwise have not acquired, such value being that of the land inside the line *a* which lies farthest from market, less the increased cost of transportation to market. The only effect of a free gift of the lands withheld from market, to the overflow population now occupying the

lands between *a* and *c* would be the immediate loss of the value now attaching to such lands, which would remain "free," or valueless, until the pressure of population again forced their occupancy. I defy any man to disprove this proposition.

But now assume that instead of making a gift deed to them, these non-occupying landowners persuaded and induced the overflow population to remove from the "speculative margin" and rent their lands, paying them one-third of all crops raised. The non-occupying landowners would then become non-occupying landlords. Now take two quarter sections of land, adjoining, of exactly the same degree of fertility and, of course, of equal distance from market. The crops prove to be exactly of the same measurement and amount and each man's crop brings, in the market, one thousand dollars. There is a difference, however. One farm is occupied by its owner and the other by one of these tenants. The result is that the occupying land owner nets \$1,000 for his labor, (crop,) and the tenant nets \$666.66. Now, then, right here I convince Mr. Borland, or give up the attempt, in disgust. The tenant has proved, as thousands of tenants are proving, that he can support himself and family, (make a living,) and yet realize \$333.33, or one-third less money for his year's work than did the occupying landowner. So here we have the factors—the market price; a subsistence for the tenant and \$333.33 monopolistic rent for the non-occupying landlord who protects the occupying landowner in the absorption of \$333.33 monopolistic interest upon the monopolistic value of his farm. Now, make "use and occupancy" the only valid claim to land and the non-occupying landlord is wiped out, and if the farmers have anything to say about the price of their products, their competition will reduce the price to the net result received by the tenant in the illustration and we shall have a "natural margin" instead of a "speculative margin." This is the logical sequence of a combination of "use and occupancy" and the "iron law of wages." Labor would receive a "bare subsistence" and land would be free from the burden of monopolistic rent and would yield nothing of advantage to its occupier, unless it might be pure economic rent, the result of greater fertility or closer contiguity to market. This would result in a "natural price," which is something we can never have under the operation of the single tax scheme, as outlined by Mr. George in the paragraphs I quote from, *Protection or Free Trade*. Such a scheme would, indeed, as Mr. Sullivan says, "license robbery and tax the plunder."

But let no man imagine I would reduce the price of farm products. No, indeed! Farm products are already selling for less than cost of production, there being no monopolistic rent inhering in the present ownership of a farm. The net result of twenty years of arduous toil is that one-third of the farmers are tenants on the land they once owned, while another third have their farms mortgaged for their full credit value.

In the case of farm lands, monopolistic rent robs the tenants instead of enriching the landowning farmer. The tenant only man-



ages to exist, because he lives that much nearer the level of a Russian or a Hindoo. The rent that robs and oppresses both productive and distributive labor, is monopolistic rent of land in cities, made valuable because of the usurious interests and abnormal profits realized. But, after all, rent is not much more of a robber than is interest or profit. Mr. Henry George would seem to have exhaustively treated the question "Protection or Free Trade?" and yet he touches in a very gingerly manner the real essence of it. The system of protection was inaugurated to protect us from the "cheap labor" of England, but economists fail to recognize the truth that cheap labor is made possible only by low rents and cheap money. In England rents are only one-half as high and the rate of interest from one-half to one-fourth as heavy as in the United States, profits being equally as low. We can never compete with England's low rents, cheap money and low profits, under a system of free trade, which perpetuates monopolistic rent and considers the rate of interest of little moment.

If Mr. Borland is not now "knocked out," he is propped up from behind. If he yet possesses his economic scalp, it is glued on. I shall have to say, as was said of Ephraim, of old, "leave him alone, he is joined to his idols." But I offer this alternative proposition, make actual, individual "use and occupancy" the only valid claim to land, thus abolishing "monopolistic" rent and leaving only natural or "economic" rent and then, if the taking of economic rent as a tax constitutes the single tax I am with the single tax, as far as it goes.

N. B.—Mr. Borland says:

His jumble of words concerning Kansas corn and Pennsylvania coal is a mass of misconceptions which would take pages of space to straighten out.

The appearance of the word "coal," as applied to Kansas, was an unfortunate error, typographical, or in copy, as Mr. B. might have seen from the context. Thus amended I defy Mr. B. to disprove the argument, without at the same time destroying all his own argument about "natural margin." To make it easy, change the word corn, in each instance, to wheat. Then let the boundaries of England be the line *a*, the unused land in England the quantity *b*, and extend the line *c* so as to embrace the United States and India. Now let England increase her area of cultivated land until she is able to feed herself with wheat bread, and see what will happen in the United States. The result will be similar to that which has been produced by the stimulation and development of wheat raising in India, caused by the demonetization of silver on the part of the United States.

L F M 4 Apr 93

# MECHANICAL.

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## MISDIRECTED ENERGY.

BY THOMAS PRAY, JR.

If we saw a man hauling home in a cart only a spool of cotton thread, it would be only natural for us to say it was a waste of time and effort. So it is in the matters of life, if we undertake anything not consistent in its result, or productive of some useful effect, it is "misdirected energy," and it is one of the most cogent of the whole realm of nature's works, that effort is neither misapplied in its combinations or misdirected when results are wanted. But with men it is on a different scale. Who does not know some unfortunate who has left a job of "pay dirt" for some visionary scheme, in which his intentions were to accomplish some result in such a way that money was to flow into his hands like water from a mountain stream? only to waken sooner or later to the stern reality that his knowledge of the matter was not in any sense complete, and as a finish he was glad to get into harness again and earn his day's pay, not to search for shadows.

Webster will tell you if you consult him, that energy is internal or inherent power, capacity of acting or producing results, etc.

If energy is rightly applied it is the one factor that drives all before it, and if it is misapplied, it is the most reckless waste of time, money and result, that is to be mentioned. When men undertake anything, then, it is most proper to attend to in the first place thoroughly informing yourselves of what you are to undertake, then try to get at any possibilities as to any improvement that can or might be made on the application of it, and then to do them with the least number of parts and most direct effort.

It is as well to also thoroughly know what is not wanted, as it is in some cases what is wanted, or what may or can happen. Sometimes men fail, by reason of not doing this, and at other times they make sad blunders, by trying to compel old Dame Nature to conform to an idea of theirs, and when they reckon on this she is apt to disabuse their minds of their own conceit in a way that costs many dollars and trouble as well.

Some of our readers may have seen a reference to the slump in the roof of one of the great exhibition buildings in Chicago of late. The newspapers told the truth as near as railroad men tell it, when there is an accident. It was only a little "trip up" of some energy in the wrong place. Nothing only the man who planned the joining of some roofs in such a manner that it left a fine place for any snow or water to gather in tremendous quantity and it was also impossible to get it out or off, but the snow storm was not to come, and



it did, and the confined weight was so much more than the calculated weight, that the roof went in on the floor, and the calculations did not work. It is well sometimes to fully consider what may come, as well as what is likely not to come; for as General Garfield often expressed it, "the unexpected is most likely to happen." So in all the affairs of our day by day existence, it is the unexpected that does happen, and it changes our plans to such an extent that sometimes we do not really know what we tried to begin at, or to stop on. When a man tries to do the best he can, and does not succeed as well in results as he wished to do, he is not at fault, for he has done his best, and it is all any one can do, but when he could have done something different and does not, then he is to blame, for he has not done his best.

Proper regard for a man's position requires him to do all in the possible for the man who pays him a certain stipend for his time per hour, day or week. Anything short of his best efforts is only another way of stealing from his or her employer.

The man who designs either a roof or a steam cylinder, needs to be at his best, and not to incorporate any new or untried elements without carefully satisfying himself that there is either less cost, less repairs, or some factor in which the owner is to have a direct benefit, for if the owner of a plant allows some one in whom they have confidence to go on and to design, improve, or replace with new, some of their plant, it is a violation of confidence if the one doing the work does not do it in the most conscientious and painstaking manner, and when that is on the hands, nothing else should enter that has the most direct or remote tendency to allow any other motive to creep in.

Some of the "compounds" of this day, are the result of ignorance of the laws of steam, as well as of the higher, less regarded moral law of one man's obligation to another who employs him, or his firm, and this is one of the places where a man may easily misdirect his whole life's work, by dis-regarding his higher obligations, and it is true that some of those who have found that "every man has his price" and that the price was low when it came to be measured by the higher standard of light and truth. We often hear of changes in business circles, deficiency in accounting, and other matters, where some one had in his way of putting it, been in a crooked way and was found out and discharged from a position in a day, to which he had for twenty years or more been toiling, to attain. There is a good deal too much of this, and it don't pay to steal, if you do have a chance. It is too expensive, and it is easy to tell what a man has done, but who can tell what he will do the next day?

There is getting to be too much of the high art entered into some of our work, and in many cases it is the high art of deception. Young men often sigh for the easy place of a man who has been twenty or forty years in getting at a competence, but the quickest way in the world to get at it, is to go ahead right and with a determination not to do it by the short cut, for there are too many things

in shape of a man who are looking out in life for the "soft spots," and too many there be that find them not?

As the magicians practice all sorts of fantastic tricks on people by means of mirrors, so it might be well for young men to look into their personal expectations, and mentally at least, not commence to deceive themselves by using either a concave or convex one in order to either diminish their faults or to magnify their virtues. Better have a plain flat one and use it in a good light honestly, for every young man or woman to a far greater extent than they are aware of, form as with iron bands, their character before they are twenty years of age, and it is far easier to do the preliminary work rightly, than it is to undo it, and commence over again after the active work of life has been entered on in that earnest way that is productive of success, and after we enter the arena for ourselves. It is a terrible waste of time to be undoing, and doing over again that which ought to have been done once well, and then the time lost in these efforts, when we should be making progress. Think often of "are you misdirecting your energies?"

Question Box? "What is specific gravity, and how applied?"

The term is from the latin, "Species Gravis," meaning a particular sort or kind, and weight or heavy, or as it is applied, in all the practical questions of life, "The particular weight of any substance as compared with water," and we have a fixed standard of water in its weight as 1. Other substances are weighed in or out of water, and their weight is as compared with water. Thus, if we wish to get at what a casting would weigh, we get at the cubic inches of the casting as near as is possible by computation, and then we easily find the weight by the simple multiplication of the inches contained in it by the weight of one inch of cast-iron. The specific gravity of cast-iron is 7.207, or it is that number of times the weight of the same volume of water at 39 degrees Fahrenheit. The weight of a cubic inch of cast-iron is .26066 of a pound, a cubic foot of it weighs 450.44 lbs., and a square foot of it one inch thick weighs about 37.5 lbs., as every foundryman knows. There are a great variety of amusing and instructive experiments to be performed with a little apparatus for the family in which specific gravity takes a part, but in the affairs of construction or design of machinery of steam work it is an important factor. Tables of specified gravity are to be found in many of the newest text books and standard works, but in some of the hastily prepared and unverified books put out the tables are very erroneous and clearly misleading.

Some of the recent text books assume the metric system. All such should be thrown aside, for in our daily work the so-called metric system is a delusion and a snare, and the works of William Sellers & Co. in Philadelphia some years ago tried to conform in one or more of their departments to this so-called system. They found that bright Germans as well as Frenchmen who had been thoroughly schooled in its use at home, when they came here were in a few months glad to drop it and use the sensible if old-fashioned "inch," and this great firm found that their work cost them more with this

botch system than with the inches and common sense. It is well enough to know how to convert the so-called metric measures into our inches, but it is fun (?) with the fun left out. Here is the data for "the boys:"

One metre is equal to 39.3702 inches. Rogers.

One inch is equal to 25.399772097 millimetres.

One foot is equal to 304.79724 millimetres.

One square metre is 10.7641 square feet.

One cubic metre is 35.3156 cubic feet.

One square millimetre is 0.00155003 square inches.

One kilogramme is 2.20462 pounds.

There is one thousand millimetres in a metre, and if some of our readers will figure out the diameter of their piston rods in the metric slang, they will have fun on their pencils or slates. It is a beautiful system. (A good ways off.)

## ECONOMY.

BY WILLIAM WEILER.

Mr. Moore, in his talks to young engineers, in the March MAGAZINE, advises the use of economy in fuel, and Mr. Borland writes of the same in supplies, and both are good articles and deserve the attention of the men for whose benefit they were written, even if they are but the belated echoes of repeated articles in the other earlier volumes of the MAGAZINE, in which I have endeavored to impress the practice of economy upon enginemen, as a duty they owed to themselves and the companies in whose employ they may be, as the practice of this virtue might mean all the difference between a bankrupt and a paying road, and fair wages paid on time, or poor wages paid several months overdue.

Mr. Moore says that often more coal is used while firing for some engineers than is required on the same engines and runs, made under the same conditions, by other engineers, and this but corroborates my own experience. Years ago (but not so long ago that I have forgotten it or the lessons I then learned) I fired a consolidation hard coal locomotive with a ten foot fire-box, on a wilcat run. She was a comparatively slow steamer, but sure to keep up to the maximum mark if given a chance, and in my six or seven months' service with one engineer there were not more than two failures to have her right up to the mark. The exigencies of the service took this engineer away from me to another part of the road, and I had another man put on with me and continued on the same engine and run. I soon found out that I had to use more coal to fire for No. 2 than I had used with No. 1, and that I could not keep her up to the mark for No. 2, in spite



of my best efforts. First I was inclined to blame myself for inefficiency, next I blamed the engine for getting old and worn out, but after a while I had some engineers make a few chance trips with me in the place of No. 2, and found it was neither mine nor the engine's fault, for I could keep her up to the mark under their management. I of course had to, after that, blame engineer No. 2 for the difference, and still I had, according to the old phrase, to "grin and bear it," (the new version, I believe has it, "suffer and be still,") but I must admit that it seemed like an imposition on good nature to be obliged to shovel from a half to three quarters of a ton of coal more every day, and then to be able to only keep her nearly—not quite—up to the mark. Of course it did not take this extra fuel all at once, but in extra shovelfuls here and there, but the result of a day's work showed up all the same, in the difference in the pile left over to commence with the next day. I often felt convinced that the amount of my wages was worse than wasted every day, and that if the same rule held good in other instances much might be done in the way of saving fuel and labor, and since I have been at the throttle my aim has been to make work as easy as possible on my fireman, and as a result also as easy as possible on the company's fuel pile and fuel account, and I flatter myself my efforts have been in a great measure successful, for, unless a number of firemen lie, they have made trips with me, using far less coal than is usual, and not being far behind in the rate of speed either.

A saving of only two cents per mile on a mileage of 4,500, (not unusual, I believe), amounts to \$90 per month, or with a thousand locomotives to \$90,000 per month, or to the grand aggregate of \$1,080,000 per year—a sum which would not come amiss to any one, and which even our largest corporations would be glad to appropriate and be in a measure thankful for. As such grand results may be accomplished by savings, let us not ignore the little things, but ever bear in mind our childhood's song—

"Little drops of water,  
Little grains of sand,  
Make the mighty ocean,  
And the beauteous land."

"Isn't she a daisy? Just hear her cut it off!" How often do we hear enthusiastic admirers of some locomotive give vent to their feelings in the words above quoted, just as if the amount of noise she made was an indication of her value as a worker, instead of it really being an index of a large amount of power allowed to escape without having rendered an equivalent for the labor and fuel used in making steam. It is this idea of judging by the noise which no doubt influences some engineers to run their locomotives a notch or two nearer the corner than it is necessary to do the work, and to think that because she makes a great racket she is doing her full duty.

The noisy, babbling brook, that we can step over, makes more commotion and fuss in its passage over the first few miles of its rocky

bed than the majestic Mississippi or the grand Hudson, which are strong enough and broad enough to carry the commerce of the world upon their bosom. Hence we have the German proverb: "Still waters run deep."

Apply the rule to men, and you will find some supplied with a few set phrases of small talk, who shine in society, or some that have an unabashed self-esteem which permits them to air a few thoughts clothed in stilted language, and are called orators, while the man whose deep study and thought has enriched the world through his pen, goes along unrecognized, and often even reviled.

Even so it is with our locomotives; it is not in the amount of noise made that we find merit, but in the amount of work done with the least fuss. While it is true that from the very first trip the ear of the fireman and prospective engineer will listen for and find music in the exhausts, it is equally true that it would be better for all concerned if the locomotive did not make that noise, or at least not quite so much of it, for it would show that more of the power of the steam had been imparted to the pistons, and through them to the movement of the train. An appreciation of this fact has led to the adoption of large exhaust nozzles, and is also responsible for the invention and introduction of the compounds, which by using the steam twice obtain more work from it and discharge it to the air under a lower pressure than is possible with the ordinary locomotive. In the production of steam, and the burning of coal to produce it for locomotive use, we are confronted with perplexing problems. In the first place, we require a large amount of steam from a boiler, which is by circumstances under which it is used limited in size, and then it must be fired by an equally limited grate surface. In order to obtain steam under these circumstances forced draft by the exhaust had to be resorted to, but in so doing other disadvantages were introduced and the great question of the day in economic railroad management is how to minimize them as much as possible.

To obtain the strongest draft on the fire, the end of the exhaust pipe is capped with nozzles, which by their smaller opening impart a greater velocity to the steam than it would have through a wider opening, and this enables us to make steam enough to meet the demands made by the insatiate cylinders, but having succeeded in this object we have introduced the evil of throwing sparks to the danger of all property along the line of the road, and nettings, cones, deflectors, what not, of all shapes and sizes have been designed and applied to sieve, screen out, or ensnare these particles of fire, and have had only a partial success, for in proportion as they accomplished the catching of sparks they also retarded the exhaust, thus destroying its effect on the fire. As the subject of a free and unchecked draft in the smoke stack is hedged about with this difficulty, some attention has been given to the matter of grates, and some of the first efforts in this direction were to try to obtain more grate surface by arranging the water and grate bars in a zigzag line across the fire-box, but this plan has not proven up to the mark for it has been abandoned, and well it might be, for if the bars had been placed in

a straight line they would have made a solid bottom to the fire-box, and the air in rushing through them at the demand of the exhaust was greatly retarded by its torturous, winding course. Of late, however, some of our progressive designers have again taken up the idea of making an improvement in the grates, and this time it is in the way of reducing the size of the bars and enlarging the air spaces between them. Improvement along this line is possible, for in many instances locomotives which have been designed to secure the largest possible grate surface are deprived of the advantage they should have as a result of the enlarged surface by having it filled with grate and water bars about two inches in diameter—having, in many instances, less than one inch air spaces between them—and thus virtually acting as a damper that closes two-thirds of the grates. If the grates were so constructed as to give one-half or possibly two-thirds of the grate surface to the admission of air it would assure a less rapid draft through portions of the fire and distribute it more evenly over the whole fire, thus securing a better combustion of the fuel and also in a great degree diminishing the spark nuisance. Let us hope the investigation now started on this line may lead to tangible result, giving us freer steamers with less noise and less fire to burn our clothes or to make a mark all along our backbones, and which will also prove equally good for the railroads by keeping down the fuel account to to a reasonable limit by insuring a more complete combustion and reducing the danger and expense from fires kindled by the sparks.

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## UNRELIABLE STARTING POINTS.

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BY THOMAS PRAY, JR.

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A member of our regular Firemen's Association has sent to the writer a copy of a monthly advertising paper printed in New York, and asked attention to what an article means that is supposed to be the way to get at the evaporative capacity of a boiler, from the way the water falls away in the gauge glass. It may interest our inquirer to know that the paper in question is edited, in so far as the name at the head of that column goes, by a man or person who never ran a steam boiler or engine, as engineer, one single day in his life; and it is reasonable to say this in the outset, for what a man don't know he is not to blame for, and in some cases it is not necessary to know the blow off from the bar a man frequents, to be able to edit a paper. This don't apply to our MAGAZINE.

The article in question is good as far as it goes, but it don't go very far when it is analyzed with care; it tells how to not do it, in the writer's mind, and so far as the actual experience goes, it is not worth following; but here is the "what is it:"

Set up a stick between the flanges of the water gauge, then have a box built 10x10x15 inches in size, then having this done, draw off water to fill this box and mark on the stick with a lead pencil, the place that the water level is at. Do this several times so you can, when ready to make a trial of this method, run the water down in the boiler, having stopped the feed; and when you have this done then you assume that so much water does so much work, and there you have it. And then to prove it, the formula on which Rankine based the density of water at different temperatures, is introduced, and then we assume some more—that thirty pounds of water does a horse power for an hour. We will give the original source of this wonderful information credit for saying that this is a way to do it with reasonable accuracy; and now let us have the facts as we are to understand them.

Suppose one of our locomotive firemen was to lay in with the man on the right hand side to try this sort of a speculation. It is easy to set in the stick and to get the box into proper dimensions—that is what the railroads keep carpenters for—and the two men could do the getting ready when they were in off the line, so to be ready when out on the run; that is what engineers and firemen are for, and as they have nothing else to do it would be easy. But, what does it all amount to when done? Suppose it is possible to do as the dude has it figured out, are we to understand that steam has the same physical properties under all circumstances, and that we can get at the bulk of water just the same when it is cool as when it is under a pressure, and with what to correct it, then does it, as a matter of fact, happen to be the fact that steam, with no feed entering the boiler, has the same calorimetric properties as when it is under usual conditions? And how would a comparison do with the following the trial, with running the feed at a red hot speed to get in the amount of water needed to insure safety, and to resume business at the old stand, and with the usual amount of brains in the tank? Of course these little items of safety are not to be considered when we are after a test, but when we seek for the reason why, then we find, first, that it is not possible to figure out the horse power from the depth of the ash pit nor to get at the temperature of steam from the size of the safety valve in square inches. We can take a pine box and get it so it would hold a cubic foot, but in this case the one used neither holds a foot or a gallon; it is easier to make a lot of figures, but that is what education is for; but it is not the way to educate men who are looking for some sort of a practical way that will not mislead them when asked to give commercial results.

Now it is a matter that any one of our boys knows, that the same box filled with water, commencing at the upper part of the shell of the boiler, would make a mark at one distance, and if the water was measured in this way until it was down to the half way point, no two marks would be the same distance from each other, and the way the steam would act in its being led out, would vary quite a good amount in the moisture present, and to run down to or below the top row, would, in some cases, make a good job for the boiler maker.

Then when we begin to assume, why not save all this foolery, and guess at the whole thing; it would be as easy and quite as correct.

Thirty pounds of water makes a horse power. This is true in some ways, and it is also true that a society of so-called engineers, some of whom are engineers and some of them are not, have agreed to an arbitrary standard, for comparison, which makes the thirty pounds of water into a horse power. But does this work with the old stagers that call for forty or fifty, and who refuse to do any work as soon as they are cut off on their full supply? And how as to these economical compounds, that use only a few quarts of water and just enough coal to convince the fireman that he is still to use a shovel, are they to be tested with a stick and a box? We had almost said "by a jack in a box."

There is now a growing disposition to belittle the scientific tests of the dudes and the men of "larnin;" and if this article is the kind of high mathematics ground out to sell to men who are earnest in their desires to promote themselves by getting at the facts, then it is high, not low, time that something that is sound is put where they can become familiar with the correct way of doing, if at all, such an important thing as to test what a boiler is actually doing, instead of guessing at it. This same paper, some three years ago, while the writer was employed at the New York navy yard, on steamship work, came out with the astounding information that it was not necessary to use right and left hand indicators. But the world still stands; so with this lack of a method of finding out what a boiler does. The way is, to measure the horse power with a reliable indicator, and to weigh the water in its passage into the boiler and then to weigh the coal, just as any sane man, who had any proper amount of brains, would do; and when carefully done, compute by verified formula and put down the honest results without fear or favor or without any guessing. Any sort of a computation in steam that starts or includes, anywhere, any factor that is not a positive one, is at once unreliable, that is all.

Some of the literature of the steam engine now on the market is older than Noah, and as reliable as the usual weather prophet's predictions or the politician's promises; but in all of it there are natural uncertainties to contend with without the interpolation of worse than uncertain quantities, and the density of water formula is only the outcome of an utter disregard for the facts, whether to show off in mathematics, is not for the writer to say, but it is mathematics, with no regard for the facts, and it is as easy to guess at the whole thing as at a part of it.

In the affairs of life, in a commercial way, there are plenty of men who are willing to avoid honest labor, as the way to earn promotion, and take the short cut; but the man who does not have to imbibe to get his head into working trim, can far better be honest with himself, and take the old way, and be true in his dealings, if he does not get there so soon, will surely not be liable to come down on his back, nor like the rocket's stick, after the whizz. Steam has been one of the most interesting of all of the physical substances, and it is still

one of the most entertaining, but it is elusive, and not easy to get at closely; it has plenty of the best brains now looking into it, as well as many a bungler, and we have to examine with care all the information put forth, sometimes at the expense of too much time and effort, only to throw it overboard.

The way is open to sober men who have sound discretion. Lots of room up stairs yet.

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### CONTEMPORARY COMMENT.

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The engineers and firemen of the B., C. R. & N., at Cedar Rapids, Iowa, have organized what they call the "Locomotive Educational Association." They have rented rooms and fixed them up in neat shape, put in a valve motion model and some good books, and are discussing live subjects relating to their work. All this can have but one result—better posted enginemen. We notice in their plan that members are expected to ask questions and make statements; this is hard to do; men, especially engineers, dislike to ask information on subjects that they are supposed to know about. Some experience of the writer in this line developed a better plan; we had a "question box," a cigar box with a slot in the cover; into this any question about locomotives or rolling stock could be placed; no one knew who asked the question; these were taken out at random and the subject talked over. This plan prevents embarrassment and lets the information sift through the service, a benefit to all. We are glad that the master mechanic, general foreman and traveling engineer, all take an active interest.—*Locomotive Engineering*.

Any one who has ever taken the trouble to look into the matter has found that men who drive and conduct street cars are usually made to work unreasonably long hours for very small pay, and when there is a strike for the purpose of improving matters or to resist further encroachments, they usually have the sympathy of the public. The latest proposition is to place in street cars mail boxes, not for the convenience of the public, but so that the chances of the men winning in contests with the companies will be reduced. It is doubtful if the Postmaster General can be induced to lend his aid to such a scheme, but if he should do it we should say that he would be using the power of the government in pretty small business.—*American Machinist*.

The railroad from Jaffa to Jerusalem, which has been lately opened for business, is 54 miles in length. At present the journey takes three hours, but when the road is fully in order and the road-bed settled a decrease in time to two hours will be made. The company has the concession for several lines and work has already been begun on two branches. The first starts from the main line at Ramleh and will be built this year to Naplouse, 31 miles; this road is the beginning of a line to Damascus and Upper Syria. The second branch also starts from Ramleh and is to run to Gaza, about 47 miles; from Gaza it will be extended hereafter to El Arich on the frontier of Egypt.—*Railroad and Engineering Journal*.

A young man writes to a contemporary that he has built a small compound engine, the h. p. cylinder thereof being  $1\frac{3}{4}$  inches diameter and the walls  $\frac{1}{4}$  inch thick. He wishes to know if it will "burst." The editor says it is safe at 50 pounds pressure, but to be entirely safe he should throw the cylinder in the scrap heap. This is rather hard on the young man, and shows how easy it is to get misinformation. Many steam yachts are running with 12-inch cylinders with three-eighths inch walls, worked at 180 and even 250 pounds per square inch at times.—*The Engineer*.

The compound built by the Pittsburgh Locomotive Works, which we illustrated last month, is giving high satisfaction in service. She went to work pulling trains without a single change. The engine has been running on the Pittsburgh & Lake Erie, the Columbus, Hocking Valley & Toledo, and the Cincinnati, Hamilton & Dayton. All the men in connection with these roads admit that the compound has badly beaten the simple engines in fuel economy.—*Locomotive Engineering*.

A new oil field has been discovered in Sumatra, and from test borings it is thought that oil will be found over some 400 square miles of country. Wells already bored at Langkat are yielding from 3,000 to 4,000 barrels a month. The oil is reported as much better than that from the Baku wells in Russia and equal to good Pennsylvania oil. The oil district lies on the coast, where shipments are easily made. The Dutch colonial authorities have granted many concessions for wells.—*Railroad and Engineering Journal*.

### SOME THINGS TO REMEMBER.

The following questions and answers are from *Locomotive Engineering*:

J. D., Chicago, Ill., writes: One authority asserts that it requires from  $3\frac{1}{4}$  to 4 pounds of air per pound of coal for perfect combustion, while another claims that it takes 12 pounds for perfect combustion and 24 pounds as it takes place in the locomotive. Who is right? A.—Combustion is the chemical union of carbon and oxygen and the combination of 12 parts by weight of carbon to 32 parts by weight of oxygen. It takes 4.35 pounds of atmospheric air to supply one pound of oxygen, so it will take close on 12 pounds of air to provide enough oxygen to combine with one pound of coal. In the rapid combustion of locomotive fireboxes, the burning fuel has to be saturated with air, and it is calculated that complete combustion cannot be maintained unless from 20 to 24 pounds of air is passed into the fuel for every pound of coal burned. 2. Do different kinds of coal require different quantities of air? A.—Yes. The quantity of carbon or hydro-carbons present in one quality of coal may require more or less air than coal with different constituents. There are also certain qualities of coal of a refractory nature that seem to need a hurricane of air blowing into the mass to effect combustion. 3. What percentage of the air that is admitted to a firebox escapes through the stack and what percentage is consumed during the operation of combustion? A.—The coal that burns enters into combination with oxygen in the proportion of 12 to 32, or 12 to 16, if the supply of air is restricted. All the air not deprived of its oxygen by combustion in the proportions mentioned passes out through the stack.

J. S., Jackson, Tenn., writes: We have several Rome engines and the point in suspension of the saddle-pin is  $\frac{1}{8}$  inch out of center. The radius is 100 inches, blade-pin holes  $11\frac{1}{2}$  inches apart. The engine uses more steam in back end of cylinder than front. I would like to know the rule by which they get the pin set back  $\frac{1}{8}$  inch. We take half the distance between the centers for the saddle-pin. A.—The correct location of the saddle-pin to insure an equal cut-off in both strokes is a much more complex problem than our correspondent realizes. A variety of parts of the engine's machinery influence the location of the saddle-pin. Among these might be mentioned the ratio of crank to length of main rod, the radius of link and the location of the blade-pins, the length of the link-hangers and the location of the tumbling-shaft. Besides these the angular advance of the eccentrics and the travel of the valve have to be considered. Full particulars of this problem may be found in Meyer's "Locomotive Construction" or in Sinclair's "Locomotive Engine Running."

J. B., Chicago, asks: Why is it that one can start a screw with a long screw-driver when you cannot move it with a short one? A.—With a long screw-driver the inclination of the perpendicular gives an increased leverage.



# WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER, INDIANAPOLIS, IND.

## PROGRESS OF EQUAL RIGHTS.

The opponents of woman suffrage seem to take a certain satisfaction in declaring that the movement is making no progress whatever and that, in reality, it is retrograding. There is absolutely no foundation for this statement, and we do not believe it would be possible to give a single instance that would prove such an assertion. On the contrary, from every direction come reports which show that the cause is steadily gaining ground and that there has been a great change of public sentiment in its favor. In looking over the field we find that in one half of the states in the union, women have school suffrage; in Kansas they have municipal suffrage; in Wyoming they have full presidential suffrage; in a number of states they have local suffrage on such questions as the building of railroads, sewers, stock laws, &c., and the sale of liquor. Within the past year the school suffrage has been granted in the large states of Illinois and New York. In not one instance where suffrage has been given has it been taken away. In every state where it has been exercised in a modified form a public sentiment has been created which favored its extension. The Governors and Senators of Wyoming, where women have voted for twenty years, speak in the highest terms of equal suffrage, and they insisted that it should not be admitted as a state except with this provision in its constitution. In Colorado, where women vote on school questions, the Governor said in his recent message:

About eight years ago a law was passed giving the women of Colorado the right to vote at school district elections; and inasmuch as since that time the heavens have not fallen, and the efficiency of the public schools has greatly improved, I recommend a law extending to the women of Colorado the right of suffrage at all municipal elections.

These are some of the results of the last twenty-five years, and do not indicate that the cause of equal suffrage is retrograding. It would be impossible, in the space of a single magazine article, to enumerate the changes that have been made in the different states in the laws relating to women; or to point out in detail the enlarged opportunities that are given them in the various professions and industries; or to call attention to the splendid educational facilities that are extended on every hand. These things have not come by chance, but have been secured by persistent and courageous effort, and in every instance it will be found that the promoters belonged to that class who demanded, all the time, equal political rights, but at the same time labored to secure these other privileges as a step forward to the



desired end. This is not merely an expression of opinion, but is a statement which can be verified by any one who cares to study the history of these progressive movements. Every woman who is to-day enjoying any of these advantages and at the same time scoffing at the advocates of equal rights, is guilty of ingratitude to her benefactors.

But, without permitting any of these side issues to come into the discussion, let us glance for a moment at the present status of the woman suffrage question. Not long since an amusing "remonstrance" was circulated by some women who had not the courage to sign their names to it, begging that the subject of equal rights might be dropped as it was already a failure. To prove this they stated that it had received a negative vote in one-half of the legislatures in the country. It did not occur to them that a few years ago it would have been impossible to secure any kind of a vote on this question in any legislature, but it would have been treated with ridicule and contempt. The very fact that it passed through the necessary process and came to a vote in one or both houses in so many legislatures is the surest evidence that it is making progress. During the winter just passed woman suffrage has been considered by legislatures in all parts of the country. This article is written in February and it is impossible to predict the final results, but at present the situation is as follows: The judiciary committee of the United States Senate has handed in a report favoring woman suffrage; a joint resolution to submit an amendment giving full suffrage to women has passed the Kansas Senate; a municipal suffrage bill was defeated in the Missouri House of Representatives by a vote of 68 to 45; the Illinois legislature is considering a bill to extend the suffrage so that women may vote at all township elections; a bill to give women school suffrage has been introduced in the Connecticut legislature; to grant municipal suffrage in the legislatures of Minnesota, Indiana, Nebraska and California. The bill in California is supported by a petition containing nearly 21,000 signatures. In South Carolina a change of four votes would have carried the bill through the Senate. The Colorado House of Representatives passed the bill granting municipal suffrage to women by a vote of 39 to 21. In Vermont a similar bill was passed in the lower house by a vote of 149 to 83. In New Mexico a bill granting full suffrage to women has passed both houses.

The strongest fight has been made in Massachusetts, for a bill granting municipal suffrage to women. They have had to encounter not only the very conservative sentiment of the East, but the tremendous influence of the liquor element in Boston, where there are 10,000 saloons. The greatest interest was manifested and the legislative halls were packed to overflowing whenever the subject was up for discussion. The woman suffrage cause was advocated by Mrs. Julia Ward Howe, Mrs. Livermore, Mrs. Lucy Stone and a number of other distinguished women. The remonstrants were represented by one lone, lorn woman, who had never been heard of before, the wife of a Baptist minister, Rev. Daniel Faunce, of West Newton, a suburb of Boston. She said, among other things, "I have to pay a tax but I am

willing to trust the money to a man. Honest women do not want suffrage. The percentage is 100 against it." This statement was hardly supported by the fact that 10,000 women voted in Boston a short time before for school trustees, and the petitions to the legislature, asking for suffrage, were signed by over 50,000 of the most respectable women in Massachusetts. A number of Representatives spoke on both sides of the question. The vote resulted in ayes 101, nays 111. The bill was defeated by ten votes out of 112. The bill was supported by the Central Labor Union of Boston, representing trades unions of more than 60,000 workingmen. It was also advocated by a number of prominent newspapers. As this was by far the largest vote the question ever received and there was evidently a much stronger public sentiment in favor of it than ever before, its friends find much cause for encouragement.

The bill providing for a constitutional convention in New York has finally passed both houses, been signed by the Governor and become a law. It distinctly provides for a representation of women, something that has never before been done. In Detroit, Mich., an effort is being made to have incorporated in their new charter a clause permitting tax-paying women to vote for city officers, and all of the city papers are said to favor it. It is difficult to see upon what grounds one could oppose the right of a citizen, who pays her taxes, to vote for the officers who levy and spend these taxes. There has been no attempt in this article to make an argument for woman suffrage, but only to answer, as briefly as possible, the oft-repeated assertion that interest in this subject is declining and that it is making no progress. There are no facts to prove such a statement. Every advancement made by woman in any line is a step toward an absolute equality of rights. The possession of the franchise is what creates individual sovereignty, giving men the power to enforce their demands. Where would be the strength of labor organizations, for instance, if they were not backed by the influence of the ballot? The press, the politicians, the legislators, would laugh them to scorn. "By this sign shalt thou conquer." We are allowing women full swing in the business world; we are permitting them to earn and to hold property; we are giving them an education, that lever which will move the world; we are granting them practically every position which they ask for; we are teaching them the necessity of organization and coöperation. Does any one believe that all this can be done and that then the edict can be issued, "Thus far and no farther," and they will accept it? On the contrary, they will say, "All these things we have received as a favor; men gave, men can take away; we want the power to protect ourselves, to claim by right what now we have by sufferance; to rid ourselves of having to beg as a favor what, as American citizens, we are justly entitled to. This can be obtained only through the exercise of the franchise; therefore we demand the franchise." This is the only logical sequence to the great progressive changes that are taking place in the status of woman, a fact that is being widely recognized and conceded, and there is a steady increase of public sentiment in favor of it. How soon or in what manner it will come it is impossible to predict, but it surely will come.

## OUR CORRESPONDENTS.

A number of well written and properly signed contributions have been received this month, and also private letters expressing approval of the new course adopted in regard to the correspondence. The rule will be strictly followed, to publish nothing without the correct name of the writer. We believe the good results are already apparent. Our contributors will please remember to place a suitable title at the head of their articles, their name and their place of residence at the foot; the date is not necessary, as they cannot appear until the second month after they are written. For instance, those sent in April will be published in the June MAGAZINE. We would like the opinion of our writers on the subject of Dress Reform. It is being prominently discussed and is considered of sufficient importance to have its own Committee in the Woman's Congress at the Columbian Exposition. Do we need reform and what shape shall it take?—Miss I. B., Cumberland, Md.; please let us know if the poem you send, entitled "The Engineer's Prize," is entirely original with yourself. If it is, we will use it.—"Ruth" S., Englewood, Ills.; your letter will be published if you will send us permission to use your name.—Miss Ida Orrell, Murphysboro, Ills.; your articles and those of Mrs. Orrell, all were prepared and sent to the publishers. I will ascertain why they have not made their appearance in the MAGAZINE.—"Gladys," Escanaba, Mich.; we will hold your letter for permission to use your name.—"Jessie," Makanda, Ills.; if you wish your article, "Adrift on the World," published, you will have to send your name.—"Tuppylin's Wife," Houston, Texas; your last letter will be used if you send your name. Your description of a New Year's ball would hardly interest the readers of the April MAGAZINE.—"Adelaide," Escanaba, Mich.; let us hear from you again.—"Maggie Williams," Telluride, Col.; your letter is worthy of publication and will be held long enough for permission to use your name.—Correspondents who are not mentioned may know that, for some reason, their letters were not available, always remembering that articles are sometimes delayed for several months.

## NOTES.

Every month we receive one or more requests from correspondents asking the editor to send a personal letter to the writer. Sometimes they say that she has been an invalid for a long time, or that she feels the need of sympathy, or that she would like a letter as a keepsake. These requests touch a tender spot and it would be a pleasure to answer every one of them if it were possible. Our correspondents can hardly realize what it is to be too busy to write one letter that is not absolutely necessary. In addition to my regular newspaper, mag-

azine and syndicate work, and just at present a large amount for the Columbian Exposition, I am obliged to write no less than a thousand business letters during the year, and as I do not keep a secretary this is no small burden. It seems to me as if I almost live with a pen in my hand. Our friends will excuse this introduction of personal affairs into this department. It is done only to show how impossible it is for me to write to our individual contributors. I frequently keep their letters on file for several weeks, hoping for a few moments, leisure, which never comes. This will explain why such letters are not answered, although I have the warmest personal feeling for the writers.

In the January number appeared a little sketch entitled "Our Dead Hopes" and signed "Elsie." The name of the writer did not accompany the manuscript but it was used on account of its merit. Miss Ida Orrell, of Murphysboro, Ills., writes us that the author is Mrs. S. C. Hazlett and that it appeared in the September number of "*Woman's Work*," a magazine published in Athens, Ga. Of course, we have no means of identifying the writer who purloined it and imposed it upon our Woman's Department. This shows the necessity of the new rule requiring everything to be signed with the correct name of the writer.

## CURRENT COMMENT.

We have an illustrious example in Geo. W. Childs, owner of the Philadelphia Public Ledger, of the immense amount of good that may be accomplished by a man who consecrates a portion of his wealth to the uplifting of humanity. The list of his benefactions is a long one and many of them have been so quietly made that they never will be known to the public. Mr. Childs has educated between three and four hundred girls, who have come from all parts of the union, and he says he has been amply rewarded by the success they have achieved, and then he utters this splendid sentiment:

It is not generosity that has made me helpful in this respect to girls; it is in part selfishness. I want to see where my money goes. I want to know that it is circulating; that it is doing good. I sometimes feel that the only money I have is that which I have given away. The rest is just waiting.

He says also that all he asks of these girls in return is that they shall be helpful to other girls who need it, and he concludes by saying, "I think the help I have given women and girls has been productive of more good than that which I have given men and boys." When the editor of this department was presented to Mr. Childs, a few months ago, he said, "I am always glad to meet women who are

engaged in journalism. The most satisfactory work I have ever had on my paper has been done by women." When it is remembered that the *Public Ledger* is one of the largest and ablest newspapers in the United States, the value of this compliment to women writers can be appreciated.

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The *Age of Labor*, some time ago, decided to abolish its department for women, and it states in explanation that "the vital questions relating to the interests of women instead of being confined to one corner of the paper will occupy the editorial columns and receive the attention demanded by one of the most important factors in the labor problem." This, it seems to us, is the only correct view to take. The time has gone by in which a newspaper could feel that it had done its whole duty to women by publishing a half-column of fashions, one of cooking recipes, and another of gossip. Since women have entered into all the departments of life's work they have, indeed, become an important factor in the labor problem. The fact will have to be recognized that their interests are identical with those of men and that it is a matter of self-protection with the latter to see that women are placed upon the same footing as themselves in every respect. Instead of competition there must be co-operation.

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Miss Frances E. Willard has received a magnificent ovation in England and has been welcomed by both press and people with great cordiality and enthusiasm. She is a representative of whom the United States may justly feel proud. She is the most eloquent woman orator in the world and has probably addressed larger audiences than any other woman. She is known to more people than any woman in this or other countries, as the Woman's Christian Temperance Union has established its organizations among all the civilized nations of the globe and its President's name and fame soon become household words. Miss Willard is only a little past fifty years of age and gives promise of a quarter of a century more of great usefulness in the various reforms which are distinguishing the close of the present century.

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Mrs. Flora Ellice Stevens, of Chama, New Mexico, as notary public, recently had to administer the oath of office to her husband who was elected justice of the peace. At the last election she had to swear in the judges. At the next election she will be herself entitled to cast a vote.

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In Newburg, N. Y., a woman, Mrs. A. S. Oakley, is manager of the town street roller and sprinkler business. She employs twenty men and a large number of carts, and goes about with her horse and phaeton, superintending the work and collecting her fees. It may be safely wagered that the work is well done. Another woman in the same town conducts a large and successful truck business. She

has a contract to do the town trucking and has also engaged to do all of this work for a large hotel that is being built. There is no reason why a woman should not superintend such work as this and get the money for it, instead of wearing out her life on the starvation wages of a seamstress or a clerk.

An amusing story comes from a tribe in far-off western Africa. The women protested for some time against the treatment they were receiving from the men of their families, but to no avail. One morning the men woke up to find that all the women and girls had gone to join another tribe. Negotiations were at once opened and the men agreed to grant every demand if the women would return. There is a lesson here for civilized women. Men will yield whatever is required rather than do without them.

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#### A WORD ABOUT THE CHANGE.

Our editor has toiled unceasingly in her field of labor and has sown good seed, but, in spite of her efforts, some forbidden tares have sprung up. She deserves an abundant harvest of golden grains of thought, separated from the chaff of unnecessary words and misplaced punctuation marks.

I approve of the resolution of weeding out all that is not worthy to enter our little garden spot. I say little, but who will have a greater audience? It will extend from Dan to Beersheba. We will see ourselves as others see us. We will have two long months in which to think over our reception, and whether our thoughts were really worthy of being transferred to the pages of the MAGAZINE. I wonder if the divine Shakespeare felt a moment's uneasiness over the result of his first effort. Did Jennie Lind's sweet voice falter in the first song before a critical public? There is no reason why the department should not flourish like a bay tree and send forth shoots of fresh ideas and crisp originalities. Let us start in a new furrow and help Mrs. Harper to remove the stumbling blocks that she has been tugging at for so long alone.

So, with a very doubtful sigh and the best courtesy my unaccustomed self can command, I present you to

*C. Thomas.*

JACKSON, MICH.

[I think the article you refer to has been destroyed.—ED.]

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SCRANTON, PA., February 4, 1893.

*Editor Woman's Department:*

After reading the letters in last month's MAGAZINE, I am in doubt as to my letter being printed, but feel in duty bound to come and tell Mrs. Jones a little more plainly about my way of washing. It does not make any difference which clothes may be boiled first, but do not put dirty clothes in boiling hot water as the dirt is scalded in instead of out, but by putting in cold water the clothes are nearly clean when they come to the boiling heat. I think it is not an easy matter to explain anything on paper, but I have done the best I can.

*Mrs. Mertie Tewsbury.*



FORT MADISON, IOWA, Jan. 20, 1893.

*Editor Woman's Department:*

Well, I am truly glad some one of Fort Madison has taken an interest in our department, and contributed such a nice piece for its columns.

"If only a bachelor."

Poor Grace is catching it from all the bachelors. No, beg pardon, there was one from Weehawken, N. J., that agreed with her. Well, I sincerely hope there isn't any hard feeling existing, and we'll not say any more about you. I know it's hard to be unfortunate and then be told of it. So we will change the subject before it is worn threadbare.

I am very much delighted to see so grand an improvement on the MAGAZINE this year. It is far superior to the past numbers. Being a great lover of good pure literature I almost always have in my possession a number of papers and magazines, but must say I enjoy reading the FIREMEN'S MAGAZINE best of all, and am anxious for its arrival each month.

I was very much impressed with Mrs. Jones' letter of this number in speaking of Mrs. Harper's trip to San Francisco. I was one who enjoyed reading an account of it in the MAGAZINE, and I join Mrs. Jones with sympathy for Mrs. H's sad return. My husband and I traveled the same route as far as Los Angeles a short time after her return, it being our wedding tour. We were married Wednesday afternoon, August 3d, and left immediately via Santa Fe for Denver where we remained during the conclave, my husband being a knight. We then left for California where we spent three weeks at Los Angeles and other points of interest near, enjoying our visit at the beach most. The ocean breakers were almost too strong for me, being not of a very heavy weight. After our visit there, we came to Fort Madison, which will be our home, my husband's position being locomotive engineer on the C., S. F. & C. R. R. and he has his lay-over at this place. I like my new home ever so well, also my many new acquaintances I have formed, and I do enjoy housekeeping so much; and I venture to say my hubby enjoys his new home as much as I do.

*Mrs. Robert Eyler (Grace B. Cutler.)*

[The Woman's Department extends congratulations. Send us a captioned article next time.—Ed.]

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LIFE'S TRIALS.

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How little we know what lies before us. Often the sunniest, brightest days end in the darkest night and storm. So with our lives. We may live on in prosperity and happiness for years, and suddenly, like a cyclone, comes death, despair and blighted homes. How easy it is to sympathize with others. To feel that we realize the grief they are bearing. But oh how very different when it comes home to us. How truly "God moves in a mysterious way." We cannot understand. How much easier to say to a dear friend who is left alone, "It *must* be right! It *is* best, or it surely would not be so!" But when this trouble comes to us, we cannot say it. Oh no! It *cannot* be right. We were so happy. He was needed here so much. It *must* not be! Oh, why did he have to die, just in his prime, when his little ones need his support and fatherly care? We think we cannot bear it, but strange—trouble seldom kills. We are destined to have trouble in this world. Some seem to have more than their share. What would we do at such times without friends? Their kindness, love and sympathy help to soften the rough, dark path. How little they know when their turn will come.

"Leaves have their time to fall,  
And flowers to wither at the north wind's breath,  
And stars to set, but all,  
Thou hast all seasons for thine own, Oh Death!"

KEITHSBURG, ILLS.

*Mrs. Carrie E. Mitchell.*

## I CANNOT SING TO-NIGHT, MOTHER.

I cannot sing to-night, mother,  
 I cannot sing to-night,  
 Sad memories fill my heart with pain,  
 While tears bedim my sight;  
 I long to lay my aching head  
 Upon thy faithful breast—  
 Thy words of sympathy and love  
 Would lull my soul to rest.

I cannot sing to-night, mother,  
 Keen is the soul's sad wail,  
 A mournful dirge o'er blighted hopes—  
 A sorrowful, sad refrain;

WEST OAKLAND, CAL.

Then ask me not again to sing  
 The songs of happier days,  
 The voice is mute with sorrow now—  
 Hushed are those tuneful lays.

I cannot sing to-night, mother,  
 The songs you long to hear,  
 Their plaintive notes so soft and low  
 Would bring no heartfelt cheer;  
 Then clasp me in thy fond embrace,  
 With tender, loving care,  
 And kiss away the falling tears,  
 For grief is mine to bear.

Mrs. Nellie Bloom.

## ON CONTROVERSY.

Since receiving the MAGAZINE for November last I have felt like saying a few words for the consideration of those who feel disposed to discuss matters through the Woman's Department. Indeed long before that I felt the need of a word or two on the subject of this article. The true value, I think, of this department to the owners and patrons of the MAGAZINE has been the encouragement and the drawing out of expressions of original thought by those unused to writing for publication. The use of noms de plume heretofore allowed has, in my opinion, been instrumental in "nerving" timid writers to offer their "efforts" for publication; but it is not to combat the new order of things in this regard that I now write. On the whole, I think it will be better for us all to know "who we are." There are, however, many people who can bear to have their views questioned or their arguments combatted, and yet who shrink from having their motives misconstrued, their lack of common sense proclaimed, or their good morals questioned. While almost every one enjoys some pleasantry and most of us can stand a little ironical sarcasm, there are many very amiable people who can not endure to be openly "made fun of." As an illustration of what the writer thinks admissible and what should be avoided in this regard, the November MAGAZINE offers two examples in striking contrast when considered purely as disputations. I refer to the editorial article entitled, "Why Do Women Not Defend Each Other?" and the contribution headed "The Unvarnished Truth." These were brought out it seems by an article in the September number over my nom de plume. The editorial is from first to last a discussion of the subject under consideration without the remotest reference to the character, ability or motives of the writer of the article to which, I judge, it was largely intended it should be a reply. On the other hand, the other article mentioned, from start to finish, is replete with little thrusts and stabs at her opponent's morality, motives, lack of perception, and common sense; "stings," which the editor in her foot note says, "were deserved," but which, in her own statement of the "truth," she "varnished" so completely as to be entirely unsuspected by the reader. A candid comparison of these two articles will, I take it, be sufficient to convince the reader of the greater value of the one than of the other as promoters of efforts in the direction most desired. It is a matter for congratulation that the "unvarnished truth" is more in demand and much less deprecated than in former times; but unvarnished supposition, and insinuation, and misconstruction, are as distasteful to the lover of truth, candor and merit, as ever.

Let us discuss opinions, and propositions, and problems, but let us leave out personal character, and motive, and references to mental ability until such time as some one, through personal misrepresentation, attempts to benefit himself



at the expense of another, or of the common good. Let us do everything we can to extend the territory of thought tributary to these columns, and nothing to intimidate those possessed of a lesser degree of assurance.

A. H. Tucker.

[One of the hardest things to learn in conducting an argument is to avoid personalities, to discuss a question calmly and impartially without any personal references. People who feel very deeply on a subject find it hard to believe that another may differ from themselves and yet be quite as honest in his opinions. The suggestions in the above article are sensible and well-timed and we trust may be observed by our contributors. They offer an excellent reason why every one should be required to sign his own name and take the responsibility for what he writes.—Ed.]

### CORPORAL PUNISHMENT.

Having two brothers who are firemen and make their home with me, I have been for a long time a reader and an ardent admirer of the MAGAZINE. I have been interested in the different opinions on corporal punishment, and, as Mrs. L. W. K. wishes to hear more upon the subject, I will give my experience in the matter. During the first few years of my married life, I was a decided opponent of *corporal* punishment—perhaps because my mother had always believed in it, and I, during my childhood's days, had noticed that there were some very unpleasant features incident to its administration. Be that as it may, until my oldest child, a little girl, was six years old she had been governed entirely by gentle means. At that age she began to attend the public schools; soon after I found that kindly talk, moral suasion, and even mild forms of correction were not preventing her from becoming rude, ill-natured and at times disobedient. At length I saw that either I must give up my pet theory, and resort to other means, or my little girl would be spoiled beyond help. So with many misgivings, I resolved to follow the advice of my oldest sister, and on the occasion of the next act of extreme naughtiness, use the slipper. I did so, to Nellie's great surprise, mortification and *benefit!* The effect was so plainly good that I was converted, and have since had no hesitation in using corporal punishment when needed, and am to-day a firm believer in its efficacy. To my notion it is far less cruel than many of the devices mothers often resort to in order to avoid its use. A smart application of the switch or a good spanking is not nearly so likely to injure a child as to threaten it with the "bogie man," or to shut it up in a dark room and thus make it ever after afraid of the darkness; or to do as I have known some to do, deprive a growing child of a meal.

Of course I am not a believer in continually whipping children for every little offense—corporal punishment should only be used when moral suasion fails—and never administered in anger, and it should always be sufficiently severe to make it remembered and dreaded. "Ida Gregory" seems to think because a child is whipped, it will learn to hate the one who corrects it. She certainly has had no experience in the matter. I know my four children have no such feeling—indeed, after the punishment is over, they recognize its justice, and know that it is only prompted by love and for their own good.

Hoping that other mothers who know the trials of governing children will give their experience,  
COLUMBUS, O. I am, etc.,

Mrs. Mary J. Anderson.

[We will be very glad to have the opinion of parents on this question. Theories, written by those who have had no experience, possess very little value.—Ed.]

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"BRIDGET."

I never see this name which is so frequently and thoughtlessly used, but my blood warms with indignation in sympathy for the many honest working girls, who no doubt read the same, and certainly must feel the injustice of it. And the mothers of those girls; just think of the wound your thoughtless "by-word" must inflict, careless writer. Away back in the "cradle days" when the young mothers rocked and softly sang sweet lullabys to their infant daughters, the air castles that they built for them were innumerable, the number of times that they toppled over were countless, but just as often were they rebuilt and improved. The most difficult task of all was to find a name suitable for the one that should occupy this beautiful mansion. At last, one is chosen. How often she repeats it to herself, and each time the name sounds sweeter with the repetition. But a loving mother's imaginative mind is one thing and stern reality another. The years are ungenerous in their flight, they bring naught but disappointments. The mother has to exercise a great deal of self-sacrifice in order that her girl should receive a tolerable education, but the daughter, who is probably one of a large family, feels that she is a burden to her parents and willing to support herself. She seeks for employment in the domestic line, because her limited education bars her from a higher position though not a more honest one. Then to the ambitious, sensitive girl what an eye sore "Bridget" must be when it confronts her in print.

Again, compare the working with the non-working girl, one that will neither assist at home nor abroad, although in both cases, the circumstances are identical. As a rule the latter despises the former, while the former is eminently her superior in everything.

*Mrs. C. S. Miller.*

[We are glad to know you are so greatly pleased with the new MAGAZINE.—  
Ed.]

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A DIFFERENT OPINION.

In the December number of the MAGAZINE, a respectful (?) brother of the Woman's Department, expresses his ideas on the subject, "Of What Does a True Wife Consist." He evidently has great contempt for a woman who dares to aspire to anything nearer man's sphere, than the ball room or picnic.

If the hours he has spent in company with really intelligent, business women, are as few as the hours he has spent in the study of the proper use of the letters contained in the alphabet, he had better devote a portion of his spare time to the study of the latter, and fit himself for the companionship of the former, and then possibly his views might be different. If he has a wife, or ever does have one, it is to be hoped he will regard cutting wood, building fires, carrying coal, etc., as work so much more becoming to man, as to strictly forbid her doing any of them.

His own selfishness assures him that a woman is not out of her sphere in the ball room, for what pleasure would there be there for him, without the presence of ladies. He, like many other men, has visions of cold victuals, poor, neglected husbands and children, as being the order of things if women take any interest in political affairs or have the privilege of voting, but I know from actual observance and experience that [such is not the case. I lived for four years in the state of Kansas, and voted with hundreds of true, intelligent, home-loving women, and have never yet known any of them to be any the less attractive in the home, or less careful in discharging their duties as true wives and mothers. And I know, too, the absurdity of the oft repeated protest, that the polls is no place for a lady from the fact that she is liable to insult from some of the rough men with whom she may come in contact. A lady can command the same respect at the polls as she commands at any other public place of meeting.

*Mrs. F. W. Wheeler.*

# THE MAGAZINE.

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MANUSCRIPTS AND EXCHANGES should be addressed to Eugene V. Debs, Editor, Terre Haute, Ind.

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EUGENE V. DEBS . . . . . Editor  
F. W. ARNOLD . . . . . Manager  
W. N. GATES . . . . . Advertising Agent

APRIL, 1893.

## FEDERATION.

This MAGAZINE has always advocated federation. Having seen it established, and observed the good effects resulting from its influences, we have also witnessed its decline and fall, but still adhering to the principle, we see it again coming to the front for the purpose of solving some of the troublesome questions which railroad employees are required to meet.

The following official circular fully explains itself, and requires at our hands, no elaborate discussion. System federation is now a fact, and all well wishers of the hardy men who run railroad trains, or are connected with the train service, will hope that every expectation will be fully realized.

THE GRAND LODGE OF THE  
BROTHERHOOD OF LOCOMOTIVE FIREMEN,  
OFFICIAL CIRCULAR, No. 6—1892-3.  
TERRE HAUTE, IND., February 10, 1893.

To Subordinate Lodges:

SIRS AND BROTHERS:—In addressing this circular to you, attention is invited to the fact that it relates exclusively to the subject of federation, which was brought before the delegates at the late convention.

That the fullest information may be had of the alliance to which the brotherhood, through its authorized representatives, has become a party, the following recommendation of the Grand Master to the delegates of the Third Biennial Convention at Cincinnati, O., in relation to the subject, and upon which all subsequent proceedings were based, is introduced:

### FEDERATION.

It is with feelings of regret that I inform you of the dissolution of the Supreme Council of the United Order of Railway Employees, which was the result of a resolution passed at the Atlanta convention four years ago. After nearly three years of successful work, in which railway organizations were brought into close relationship, and through federation exerted a powerful influence for good, on account of personal feelings and imprudent action on the part of members of the Council, ill-

feeling sprang up, treachery entered in and overthrew the Council, and finally there remained alone the Switchmen's Mutual Aid Association and the Brotherhood of Locomotive Firemen—and at the last annual meeting, held June 20th, 1892, it was deemed prudent on the part of the grand officers of both organizations to dissolve.

We are now in this position: The Supreme Council has passed away; the resolution passed at San Francisco adopting the Federation, as laid down in the laws of said Council, remain a statute upon the records of the order, and it is necessary that some action be taken on the part of the Grand Lodge, either to annul or maintain.

Federation, as mapped out in the laws of the Council, was effective so long as they were respected and men in council labored for the good of all, but when jealousy and treachery entered, its mission was completed. The Council has done its work. We did not labor for naught. Out of the experiences of the past will come a better, a more perfect federation, a federation of the rank and file who make up these brotherhoods. The men who are in the harness seek federation; they believe in it, and they will have it. Grand officers may quarrel with each other, and keep these organizations apart for awhile, but not forever—and the day is coming when you will see railway employees going hand in hand together under the banner of Federation. The Brotherhood of Locomotive Firemen, as an organization, is at peace with all. It is not in any manner responsible for the dissolution of the Council. We stand ready to aid our fellowmen. Therefore I recommend that the Brotherhood of Locomotive Firemen in this assembly declare in favor of federation, and authorize its grand officers to make such arrangements with other railway organizations as in their judgment will best promote the welfare of all; that until such time as a national federation is established, members shall not be allowed to enter into any agreement upon any system of railway under the guise of system federation, but when grievances arise of a general character they shall be allowed to cooperate with committees from other organizations, and in case of a failure to effect a settlement they shall be governed by the laws of the protective department, and in no instance engage in or sanction a strike, except when the same has been approved by the Grand Master and the Joint Protective Board. We want no Aransas Pass federation. General federation has been a success, as the records will show, but wherever system federation has stepped in, a defeat has been recorded. I believe in allowing our members to work in conjunction with the committees of other organizations, as we have with the engineers, but when they fail to effect a settlement, before extreme measures shall be resorted to let them call upon the grand officers, and let the laws of the protective department be brought into service. I believe that the time is not far distant when the organizations will all be in line again, under a general federation, and that you should empower your grand officers with authority to act when that time comes.

The recommendation of the Grand Master above referred to was exhaustively discussed, and it resulted in the appointment of a committee to take the matter under advisement, which committee reported as follows:

CINCINNATI, September 30, 1892.

To the Officers and Delegates of the Third Biennial Convention:

GENTLEMEN AND BROTHERS:—We, your committee appointed to present a plan of federation, respectfully submit the following:

We think that under present conditions it is impossible for this convention to formulate any system of general federation that can be inaugurated so as to be at once available for our protection, but would recommend that a federation committee, consisting of the Grand Master and two members, not grand officers, be elected by this convention to confer with the representatives of other organizations with a view to formulate some plan of federation of a general or national character, to be adopted by this order at some future time.

In the meantime we recommend the adoption of the following plan of federation by systems:

**SECTION 1.** Upon each system of railroads within the confines of North America the Joint Protective Board of the Brotherhood of Locomotive Firemen shall be authorized to federate and co-operate with the several joint boards of other organizations who have members employed on that system.

**SEC. 2.** In the event of any board failing to adjust a grievance, the Secretary shall forthwith prepare a full and complete statement thereof under seal and with the signatures of the board attached and forward the same to the chairman of the protective board of each organization constituting the federation.

**SEC. 3.** The chairman of any board receiving such notice and statement as provided in Section 2 from the chairman and secretary of any board participating in the federation, said chairman shall forthwith issue a call upon his board to meet at such time and place as may be designated in the call; and when so convened the several boards shall constitute and be known as the General Federated Board of that system, and shall, if they approve the grievance, use every honorable effort to adjust the same.

**SEC. 4.** In the event of the General Federated Board failing to adjust any grievance that may be referred to it, said General Board shall forthwith forward a complete statement to their respective chief executive officer, who shall at once repair to the scene of trouble and use such measures as in their judgment the situation may require.

In the event of it becoming necessary to adopt extreme measures the same shall be authorized by a two-thirds vote of the members of the Federated Board and in conjunction with the chief executive of each organization, provided that each shall have an equal representation on said board.

**SEC. 5.** Should a strike be inaugurated the chief executive of the organization aggrieved shall be the recognized leader and shall have power to declare the strike off by and with the consent of the General Federated Board, such consent to be determined by a two-thirds vote, as provided in Section 4.

**SEC. 6.** The expenses incurred in the settlement of any grievance shall be paid by each organization as they are now paid; and in case a strike is inaugurated all organizations participating shall draw upon the protective funds as provided in the protective department of their respective constitutions and by-laws.

Respectfully submitted, by  
G. W. GREENWOOD, Chairman No. 173.  
A. H. TUCKER, Secretary.  
C. A. WILSON, No. 13.  
JAMES CART.  
THOS. N. MODELAND, No. 67.  
Committee on Federation.

The above report of the committee is fully set forth on pages 377-378 of the *Journal of Proceedings*, and was also published in the November issue of the *MAGAZINE*. Supplementary to the foregoing action a committee of three, consisting of Grand Master Sargent, Bros. G. W. Greenwood and C. A. Wilson, was elected to confer with the representatives of other organizations of railroad employees for the purpose of making the Federation general in its character.

Pursuant to the foregoing action and in response to a call of Grand Chief E. E. Clark, of the Order of Railway Conductors, a meeting of the representatives of the various orders of railway employees was held at Cedar Rapids, Iowa, December 28, 1892, at which meeting were Grand Master Sargent and Bro. C. A. Wilson. Brother G. W. Greenwood was not present and failed to respond to messages urging his attendance.

CEDAR RAPIDS, IOWA, Dec. 31, 1892.

#### ARTICLES OF FEDERATION.

**SECTION 1.** On any system of Railroad, the General Grievance Committee and Boards of Adjustment may federate and co-operate with any of the following organizations:

Brotherhood of Locomotive Engineers, Brother-

hood of Locomotive Firemen, Brotherhood of Railroad Trainmen, Order of Railway Telegraphers, Switchmen's Mutual Aid Association, and Order of Railway Conductors, for the purpose of adjusting any grievance which may be represented in accordance with the laws of the organization aggrieved.

**SEC. 2.** In the event of any General Grievance Committee failing to adjust a grievance in accordance with the laws governing their organization, the Secretary of said committee shall forthwith prepare a full and complete statement thereof under seal and with the signatures of the committee attached and forward the same to the Chairman of the General Grievance Committee of each organization constituting the Federation.

**SEC. 3.** The Chairman of any General Grievance Committee receiving notice and statement as provided in Sec. 2, from the Chairman and Secretary of any General Grievance Committee representing any organization participating in the Federation, said General Chairman shall forthwith answer such call in person to meet at such time and place as is designated, and when so convened, the several General Chairmen shall constitute the General Federated Committee of that system and shall proceed to organize by the election of a Chairman and a Secretary, who shall serve until their successors are duly elected. After such organization they shall, if they approve the grievance, exert every honorable effort to adjust the same.

**SEC. 4.** In the event of the General Federated Committee failing to adjust any grievance that may be referred to it, the Chairman of the Committee having the grievance shall forthwith notify the chief executive officer of the organization presenting the grievance, who shall at once repair to the place of meeting and if, in his judgment, the grievance is of sufficient importance, and under the laws of his organization he is prepared to approve a strike, he shall immediately convene the Chief Executive of each organization represented in the Federation and in the event of it becoming necessary to inaugurate a strike the same shall be authorized only by a two-thirds vote of the Federated Committee, and the unanimous consent of the Chief Executives of all the organizations represented.

**SEC. 5.** Should a strike be inaugurated the Chief Executive of the organization aggrieved shall be the recognized leader and shall have power to declare the strike off with the consent of the General Federated Committee, together with the unanimous approval of the Chief Executives of the organizations embraced in the Federation as provided in Sec. 4.

**SEC. 6.** The expenses incurred in the settlement of any grievance (or in case of a strike) shall be paid by each organization in accordance with the provisions of their respective constitutions and by-laws.

**SEC. 7.** A copy of these articles, duly signed by the authorized representatives of each of the organizations represented in the federation on any system, shall be forwarded to the chief executive of each organization and receive his approval before becoming effective and no member of this organization shall engage in, or be a party to, any federation or alliance except as herein provided.

**SEC. 8.** Any organization that is a part of this federation failing to comply with the rules and regulations contained herein, shall not receive any support or recognition from any system upon which the violation occurs, but no organization will be deprived of the benefits of this federation by reason of the acts of its representatives, or its individual members, until such time as they have approved of the action by failure to discipline the parties at fault and then only after proper trial and conviction by a two-thirds vote of the Federated Board, subject to an appeal to the executives of the organizations, parties hereto.

**SEC. 9.** If a federation is formed on any system which does not include all the organizations herein named, the others shall be eligible to membership and may file application for such membership with the Secretary of the Federated Board. Upon receipt of such application, he will forward the same to the chairman of each general committee, party to the federation, who will in turn submit it to his

associates. Upon receipt of the vote of his associates, he shall file with the Secretary of the Federated Boards the vote of his organization in accordance therewith, and the organization applying for membership shall be admitted, if a majority of the organizations party to the federation vote in favor of such admission.

SEC. 10. These articles may be revised, altered or amended by unanimous consent of the executives of the organizations, parties hereto.

Approved: F. P. SARGENT,  
Grand Master, B. of L. F.  
C. A. WILSON.

Dec. 31, 1892.

Therefore your representatives have acted in the matter, by virtue of the power within them vested, and formed a Federated Alliance with other organizations of railroad employes, the plans adopted at the meeting above referred to and hereinbefore fully set forth is now declared to be in full force and effect in relation to the Brotherhood of Locomotive Firemen, and all subordinate lodges will govern themselves accordingly.

Yours fraternally,

F. P. SARGENT, G. M.,  
C. A. WILSON,  
Com. on Federation.

Attest: F. W. ARNOLD, G. S. and T.

Some of the organizations represented at the Cedar Rapids conference had to secure for their acts the approval of their organizations, and another meeting of the representatives of the several organizations was to have been held on March 9, but the occurrence of the Ann Arbor strike prevented the meeting on that date. Action, however, will be taken at an early day, and then system federation will be fairly on trial.

The *Age of Labor*, one of the very best publications on labor and kindred subjects, has removed its headquarters from Chicago to Oshkosh, Wis., 175 miles north of the "windy city." The form of the paper is changed, giving more space, and at an early date the publication will be issued weekly. Bro. Rogers, in his issue of March 1st, says:

The *Age of Labor* has experienced all the tempering things incident to removing a newspaper office from one city to another. As is usual in such cases there has been unexpected delays. The paper is now settled in its new home at Nos. 8 and 10 Otter street, and having hurriedly gotten out the first number the editors will give their attention to future improvements.

Among the new features to be introduced will be "labor philosophy sugar-coated, economic principles woven into the woof of romance." Not a bad idea. On the contrary, the new departure has much to recommend it, even to those who generally clamor for strong diet. The *Age of Labor* in its new home will, it is to be hoped, have a prosperous career.

We have on our table the *Railroad Trainmen's Journal* for March, an exceptionally meritorious number, its editorial department, in charge of Bro. D. L. Cease, coming squarely up to the demands of the times in the treatment of important questions in which labor has an abiding interest. Bro. Cease is giving his *Journal* an enviable reputation among the labor publications of the country.

## STRIKE ON THE TOLEDO, ANN ARBOR & NORTH MICHIGAN RAILWAY.

The strike of engineers and firemen on the Toledo, Ann Arbor & Northern Michigan Railway, which took effect at 6 o'clock A. M. Wednesday, March 8, 1893, in some of its aspects, stands unparalleled in the history of railroad strikes or any other class of strikes in America. This will be made to appear as we proceed.

In this strike, as in every other, there will be found a cause which investigation readily reaches and brings to the front for the contemplation of men who desire to form and express honest opinions. In this connection we have the following official statement:

This strike is inaugurated only after due and careful consideration of the questions involved, which are:

1st. A positive refusal on the part of the corporation to pay their enginemen a fair rate of wages, the pay the men were receiving being the *lowest* in the country.

2d. The demand on the part of the corporation that all firemen in its employ shall peremptorily leave, renounce, abandon and desert the brotherhood.

3d. For general outrageous treatment of the men employed on the said railway.

But underlying such official declarations, there existed another cause for the dissatisfaction of the men. About eighteen months ago, a schedule of wages was adopted, agreed to by the men and by the railroad officials, which was never lived up to for a day. Necessarily such unjust and disreputable conduct on the part of the railroad company bore its legitimate fruits of unrest, distrust, and righteous contempt of officials who, having the power, played upon their men the game of thrift and theft, until every consideration of manhood demanded redress though it forced them to inaugurate a strike, the last resort of wronged and oppressed men.

The President of the road is a man by the name of Ashley, James M. Ashley, who some time ago believed he had a call for a congressional career. While the spasm was upon him, he professed great regard for workingmen. At such times he spouted like a geyser and wept like a crocodile. He didn't go to congress in the interest of corporations, and this fact has probably intensified his hostility to workingmen. The General Manager of the road is a son of the President, and he has many characteristics of baseness which have made him specially odious. His whole make up is detestable, and his henchmen, those who do his bidding in the management, are expected to cultivate whatever is repulsive and obnoxious.

With such a President and General Manager, it requires no effort of the imagination

to comprehend the character of the henchmen who deem it wise to play the role of miscreant for their sustenance.

The men who struck on the 8th day of March, found it utterly impossible to honorably adjust their difficulties with father and son, who controlled the destinies of the Toledo, Ann Arbor & North Michigan Railroad. They exhausted diplomacy. Stubborn facts relating to wages, work and treatment, were all brushed aside with autocratic insolence, nor could the grand officials of the brotherhood involved make any impression upon the magnates. As a result, patience was exhausted, justice was denied, and as a consequence, a strike resulted.

Who ordered the strike? Reports would have the public understand that Messrs. Arthur and Sargent ordered it, and were responsible for it—that the men were "called out" regardless of their interests and wishes—and manifestly, the ermined judicial crank, who vaulted a la clown, in cap and spangles, into the ring to make law ridiculous, has got that vagary into his addled brain. It may be well, in this connection, to state for the edification of the general reader, that the grand officials of the brotherhoods involved in the strike cannot order a strike, and the question is forever settled by the declaration of Grand Master Sargent. In a recent interview he said in response to the question, "Did Mr. Arthur or yourself order the strike?"

No. We have no power to either order a strike or a boycott, and on this point I believe the judges are in error in bringing the charges against us. The laws of both organizations are very explicit in regard to strikes. No authority is given either to Mr. Arthur or myself to order a strike. A strike is called by the men employed on the road where the grievances exist. Each road has its grievance committee, which takes the matter before the officials for adjustment. If the committee fails the matter is submitted to Mr. Arthur by the engineers, or myself by the firemen. In case we fail to get a settlement, the matter passes out of our hands entirely, and goes back to the employees, who order a strike, providing two-thirds of the men declare that intention by vote. After that is required of the brotherhood after the strike is called, is financial support or a refund of the money paid in by the members, for protection in case of death, or by being thrown out of employment. Therefore the charges made against Mr. Arthur and myself for ordering a strike is without a foothold. We did not order a strike or boycott. The men quit work on their own free will, and not by our orders.

It will be seen at a glance that the men who struck acted absolutely independent of the grand master of this order. They did not act rashly, there was no undue haste, everything was orderly and according to the laws of the respective orders. They petitioned, then offered arguments based upon facts. Failing in these honorable efforts, the men called in the grand chiefs who are the avowed advocates of peace. When all efforts to bring about a just arrangement failed, the men, by a vote, declared a strike. It is proper in this con-

nection to state what has been publicly announced, that the Brotherhood of Locomotive Engineers has a law relating to boycotting railroads to the effect, that "no freight shall be handled to or from a road on which the engineers are on a strike." The Brotherhood of Locomotive Firemen have no such law, a fact which the astute judge did not know, a matter of no consequence, as courts are managed, and as a result on March 17, Judge William Taft, (it ought to be written Daft), issued the following pronouncement:

That the said defendants, P. M. Arthur and F. P. Sargent, and each of them, be and they are hereby enjoined and restrained from issuing, promulgating or continuing in force any rule or order of any kind under the rules and regulations of the association known as the Brotherhood of Locomotive Engineers or the rules or regulations of the association known as the Brotherhood of Locomotive Firemen, or otherwise, which shall require or command any employees of any of the defendant railway companies herein to refuse to receive, handle or deliver, or to be in any way instrumental in refusing to receive, handle or deliver any cars or freight in course of transportation from one state to another, from and to the Toledo, Ann Arbor & North Michigan Railroad Company, or from refusing to receive or handle cars of such freight which have been hauled over the railroad of said Toledo, Ann Arbor & North Michigan Railroad Company; and also from in any way, directly or indirectly, endeavoring to persuade or induce any employees of the railway companies whose lines connect with the railroad of said Toledo, Ann Arbor & North Michigan Railroad Company not to extend to said company the same facilities for interchange of interstate traffic as are extended by said companies to other railroad companies, and in case such rule or orders shall have been promulgated or issued by said Arthur and Sargent or either of them, prior to the service upon them of the restraining order herein, they and each of them are hereby required and commanded to recall and rescind such rule or order and to refrain from enforcing the same.

The folly of the order appears at once, when it is stated that the Firemen's Brotherhood has no boycotting law, hence the stupidity of restraining Grand Master Sargent and the imbecility of restraining Grand Chief Arthur is apparent since the order to boycott is a law of the Engineers' Brotherhood and requires no order from the Grand Chief to make it effective, hence the stupidity of the order enjoining Sargent and Arthur.

It appears there were two United States judges using the powers of the federal courts to down the strikers, sustain the corporations in their policy of injustice and play into the hands of scabs. These ermined worthies are Ricks and Taft, champions of corporations, who give judicial bench shows—when Towser is up Growler is down and vice versa; first to restrain Arthur and Sargent from doing what they had no authority to do, and second, to arrest men for contempt against whom no restraining order had been issued. It is exceedingly difficult to thread the labyrinthian tracks of these judges, who like sleuth-hounds are hunting down workmen, and who make laws as they go.

But a noticeable fact is, that in all of the orders of these two worthies, tangled as they are, there is one supreme purpose—to uphold the corporation which has money and free passes, and to trample down the men who have been robbed by the corporation. The terrible fact looms up and confronts organized labor, that there is no limit to the crushing power of a federal judge. His stronghold is the fact that he can issue any order his malice may suggest and if disobeyed, prisons yearn for those who are in contempt of the court, and they are exiled during the pleasure of the judicial malformation. Referring to the boycotting law of the Engineers' Brotherhood, Judge Taft issued an order in which P. M. Arthur, Grand Chief, is commanded: "In the manner customary and usual to the Brotherhood of Locomotive Engineers of giving information to its members, to cause to be known and published that the law, by-law, rule or regulation of said Brotherhood requiring its members to refuse to handle the cars of the Toledo, Ann Arbor and North Michigan is not in force or effect against the said railroad." That is to say, the law of the brotherhood is knocked out, and men are practically ordered by the court, as if they were so many slaves, to do things their law forbids their doing, and it appears that the right of men to resign their position as employees is denied. In the general jumble, it is held that the judge does not mean to deny men the right to quit work, but simply that engineers must not abandon their engines at way stations. This, however, is mere assumption and the remarks of General Manager Ashley show that he understands the judge to mean that employees are a part of the machinery of the road, a part of its rolling stock. He says: "I do not think that the orders of Judges Ricks and Taft can be construed into attacks upon the brotherhoods, as has been stated. They merely apply to the men as individuals and agents of the carriers. What are the carriers? Things of thin air without the men. The vital part of them all is the employees. Then if laws are made to govern the carriers, should not these men who are in fact the carriers be held responsible? If there is a delay to the move of freight to the detriment of business or a loss on account of the holding back of perishable freight, and such delays and loss arise from the actions of the men, then I should think that any fair-minded persons would say that they were the ones to be held. It is not a matter of brotherhoods, but a matter of justice."

Here we have it straight out from the shoulder that the men on a railroad train are "the carriers." If they quit, the carrying ceases; therefore, it is the province of

the court to command them to carry, and the general manager evidently had received his tip from the judges, since first to last, the judges have indicated their low estimate of railroad employees. Dismissing such reflections it may be said that at one time after the strike was inaugurated there were indications of a settlement. On March 16 Mr. William Kirkby, state railroad commissioner of Ohio, appeared at Toledo and set about arranging a settlement with James M. Ashley, president of the road, and it was earnestly hoped on the part of the strikers that the troubles would cease, and that an honorable settlement would be made. The *Toledo Blade* of March 16, contains the following in reference to the negotiations.

Arriving in Toledo, he (Kirkby) immediately closeted himself with Chief Arthur, of the engineers, and Grand Master Sargent, of the firemen. From them he gleaned the exact status of the situation, and then began sounding for a settlement of the difficulties. This he brought to a head Monday morning, when Governor Ashley and the two chiefs decided to agree upon a conclusion that Mr. Kirkby and Mr. Ashley might reach by conference. That conference began Monday afternoon at 2:30 o'clock and has continued for three days, the two men being together for several hours each day. Each item of the demands and grievances of the men was taken up separately and thoroughly discussed and argued before acting upon. In this manner a conclusion was reached at noon to-day, drawn up and signed by both peacemakers. It is as follows:

#### THE AGREEMENT.

To Geo. W. Taylor and J. D. Pollard, acting for the late employees of the operating department of the Toledo, Ann Arbor & North Michigan Railway Company.

Gentlemen: In the matter submitted by you to the undersigned, touching the hours of labor, and the compensation therefor, by the Toledo, Ann Arbor & North Michigan Railway Company.

First—I recommend that the Toledo, Ann Arbor & North Michigan Railway Company when employing men stipulate with each employee that it will not discharge him (except for cause) without giving each man 30 days' notice, and that each employee shall make a like stipulation not to quit the service of the company without giving 30 days' notice.

Second—I recommend the company pay its enginemen and firemen as follows:

#### RATES.

Passenger engineers, \$3.70 per 100 miles.  
 Passenger firemen 53 per cent. of engineers' pay.  
 On mogul and ten-wheel engines—  
 Freight engineers, \$3.40 per 100 miles.  
 Freight firemen, 53 per cent. of engineers' pay.  
 Ann Arbor and other switching engines—  
 Engineers \$2 per day.  
 Firemen, \$1.60 per day.  
 Engineers on Consolidated, \$3.70 per 100 miles.  
 Firemen on Consolidated, 53 per cent. of engineers' pay.

Overtime for all classes of trains and engines switching in yards after 14 hours:

Engineer, rate per hour, 30c.  
 Fireman, rate per hour, 10½c.  
 Engineer on snow plow, 40c. per mile.  
 Fireman on snow plow, 50 per cent. of engineers' pay.

Engineer on wreck train, \$3.50 per day.  
 Fireman on wreck train, 53 per cent. of engineers' pay.

Engineers on work and construction, \$3.25 per day, 12 hours; over pay after 14 hours.  
 Firemen, 53 per cent. of engineers' pay.  
 One hundred miles shall be allowed for all runs; over 100 miles actual mileage.



Third—It is my decision that the late employees of the operating department of the Toledo, Ann Arbor & North Michigan Railway Company who may desire to re-enter its service shall make application in writing to the superintendent of motive power at Owosso, Mich.; applications to be considered in the order received, and such applicants, when notified, shall be assigned to duty without prejudice.

Fourth—The oldest engineer or fireman in the service of the company shall have preference of runs on their respective divisions if competent and worthy.

Fifth—Engineers and firemen will not be discharged without a fair and impartial trial, with privilege of calling witnesses. Investigations to be made without unnecessary delay.

WILLIAM KIRKBY,

Commissioner of Railroads, Ohio.

I concur in the above finding and judgment of the Hon. William Kirkby, Railroad Commissioner, and the officers of the Ann Arbor Company will be directed to put the same in force.

JAMES M. ASHLEY,

President T., A. A. & N. M. Ry. Co.

The foregoing adjustment of the strike was rejected by the men, owing to article third, injected by Commissioner Kirkby, and in flagrant antagonism to the rights and interests of the men who demanded reinstatement, without prejudice, to their former positions, and which article third, as above given, denies them. In this connection a full explanation of the rejection of the proposed settlement should be given, as follows:

Grand Chief Arthur and Grand Master Sargent have furnished the following statement as to the reasons why the plan for settlement of the Ann Arbor strike, agreed upon between President Ashley and Wm. Kirkby, State Railroad Commissioner, was not accepted by the engineers and firemen:

"Mr. Kirkby gave us to understand after his first conference with Mr. Ashley that the engineers and firemen who went out on the strike would be restored to their former positions without prejudice; that he wanted his old men back again and that was settled, if we could agree upon the rate of wages. After submitting our proposition of wages, it was rejected by Mr. Ashley. Mr. Kirkby returning with the rates which Mr. Ashley was willing to grant, we took them up, discussed them and submitted as our ultimatum the present rates embodied in the agreement signed by Mr. Kirkby and President Ashley. On reading the document over we found that Mr. Kirkby, of his own volition, without consultation with Mr. Ashley, inserted an article reading as follows:

"3. It is my decision that the late employees of the operating department of the Toledo, Ann Arbor and Northern Michigan Railroad Company who may desire to re-enter its service shall make application in writing to the Superintendent of Motive Power, at Owosso, Mich., application to be considered in the order received, and such applicants, when notified, shall be assigned to duty without prejudice."

"This clause was contrary to the instructions we gave Mr. Kirkby, as it would place our men entirely at the mercy of the Master Mechanic, in whom Mr. Kirkby stated to us he had no confidence whatever, and intended to have him removed. We urged Mr. Kirkby, as he had inserted the foregoing of his own volition and without consultation with Mr. Ashley, to insert in lieu thereof the following:

"Article 3. It is my decision that the late employees of the operating department of the Ann Arbor and Northern Michigan Railroad Company who went out on strike shall be reinstated to their former positions without prejudice."

"In that case we would accept the agreement and

declare the strike off. He had another conference with Mr. Ashley and returned, informing us that Mr. Ashley would not make the change, after which the committee representing the engineers and firemen had a conference with President Ashley and son, the General Manager, at which they requested them to make the change and they would sign the agreement and end the strike. They declined to grant the request, informing the committee that the matter had been thoroughly discussed by Mr. Kirkby and themselves, which proved to us that Mr. Kirkby had misrepresented the case to us. All honorable efforts having failed to effect a settlement, nothing remained for us to do but to continue the strike. We are still ready and willing to leave that question in dispute to any three General Managers in Toledo and abide by the decision. We regret exceedingly the necessity of continuing the struggle, but in justice to the men we represent we could not do otherwise."

The purpose of the corporation was to punish men for striking in as righteous a cause as ever aroused manhood to seek for justice. To have won even a semblance of victory and then to submit to the infliction of any penalty for honorable endeavor was more than the men would submit to, and we say all honor to the stalwart engineers and firemen who preferred defeat to disgrace.

In conclusion, it may be said that the strike of which we have written begins a new page in the history of the struggle of workingmen to secure their rights. As novel writers say, "the plot thickens." We are not one of those who cry "wolf" when there is no wolf, but there is danger ahead. Men are arrested for refusing to work, and this man, Judge Ricks, who, it is suggested, rides around the country on free passes to do the bidding of railroad corporations, indicates the depth of the degradation of a federal judge. The Chicago *Evening Post*, referring to the action of Judge Ricks, remarks that the courts have hitherto sustained the contention that every railway servant had a right to quit work, provided only that he quit in peace and did not interfere with another workman desiring to take his place. In former strikes the railways have conceded thus much. But Judge Ricks' action sets up the theory that a servant may not abandon his employment, even in peace. \* \* \*

\* \* \* \* \* If a workman may not when he will depart in peace, can the employing company discharge him at will and without provocation? If Judge Ricks be sustained we are, it seems, to have a new law of master and servant wholly at variance with existing law and precedent. We shall, in a word, see the right of the state recognized to administer the affairs of the railways altogether, and also the affairs of all quasi-public corporations. In other words, this Cleveland judge has taken a step toward state control of the railways which is state socialism."

### THE FOSTER ENGINEERING COMPANY

We are under obligations to Mr. I. N. Baker, secretary and treasurer, for an illustrated catalogue of the Foster Engineering Company, Newark, N. J., for 1893. The catalogue is a handsome pamphlet of thirty-two pages, setting forth by text and illustrations, the many advantages of the various descriptions of valves manufactured by the company. We notice that "the United States government equips its cruisers and battle ships with the Foster valves, but the *MAGAZINE* is specially interested in the valves to which the catalogue calls attention. Says the catalogue: "Now that the deadly car stove must go, the Foster regulator has come, to insure safety and comfort by a uniform supply of steam to passenger and other trains. Prominent railroad and car-heating companies have introduced it and others are examining its merits with a view to doing so." It is also stated that, "Railroad companies are peculiarly interested in our device for preventing and lessening the perils of escaping steam from the sudden breaking of feed-water connections. Heretofore outside check valves have been applied on locomotive boilers. These should everywhere be discarded as inadequate and dangerous. They are powerless, not only, but sources of additional peril in case of rear-end collisions and other accidents that tear away all projections and allow the steam to escape and do its deadly work. Only inside valves are safe. Realizing this, we have introduced the McDowell Inside Safety-Check Valve. It exactly supplies the needed safeguard. Placed inside the boiler, it cannot be exposed to outside or rupture. It has proved its priceless abrasion value on more than one occasion, where it has either prevented or greatly mitigated the loss of life and property attendant on this class of disasters. No modern locomotive can be said to be complete without it. Its value is apparent without further comment. It is applicable to marine boilers and to general service, as well as to locomotives."

Such facts are well calculated to interest locomotive engineers and firemen, and prompt them to urge the introduction of the McDowell Safety-Check Valve.

It is most agreeable to the *MAGAZINE* to say that our friend, Mr. I. N. Baker, occupies the responsible position of secretary and treasurer of the company, a guarantee of efficiency in all matters connected with his duties. Mr. Baker was for many years the able secretary of Col. Robert G. Ingersoll, a position which only a man of commanding merit could occupy. In association with Col. Ingersoll, Mr. Baker evidently became a close student of intellectual safety valves, calculated to correct mistakes and prevent disasters in navigating

the seas of controversy, and in running the thought trains of the country and that he is now engaged in helping to save the lives of his fellowmen, whose vocation is one of ceaseless peril, speaks volumes for his head and his heart, and we wish him a career full of happiness and prosperity.

### THE READING'S COLLAPSE.

The Philadelphia & Reading railroad has again collapsed and gone into the hands of receivers. Under the management of Austin Corbin, the P. & R. rose to a sublime altitude of infamy. Corbin was the tallest railroad bunco steerer in the world, and when he had fried as much fat as possible from what was once the best paying railroad in the country, he retired to give place to A. A. McLeod, another wrecker. Corbin and McLeod have earned wide notoriety, not only as rascals, but as the relentless foes of organized labor. Both of these plunderers had the faculty of misleading those who trusted them and held out longer than would otherwise have been the misfortune of the stockholders by palming off upon them a mass of lies for facts, and as a result, when the overwhelming crash came, everybody was amazed.

In setting forth the reasons why the P. & R. should go into the hands of receivers, statements are published showing the utter demoralization of the business, and then the following statement is published:

The result of this will be harm and inconvenience to the public as well as serious inconvenience and damage to the railroads, canals, mines and property, by reason of the failure to run and operate the same. The property of the railroad company is encumbered by mortgages or deeds of trust, securing various issues of bonds representing its funded debt. The so-called floating indebtedness of the company is also very large. The company is also indebted for taxes, for balances due the other railroad companies in the adjustment and interchange of business, for arrears of wages and salaries due its employees, and for the large sums due for materials and supplies. The property of the coal and iron company is also heavily encumbered by a great variety of mortgages, securing bonds and issues of bonds, and the company is also largely indebted for materials and supplies, and wages and salaries due its employees are unpaid to a very large amount. These companies are utterly unable, out of assets now available, to discharge or to provide for the indebtedness, and there is imminent danger of its property being levied upon, attached, sold and disintegrated, to the irreparable injury of its creditors.

The fellow, McLeod, having wrecked the property, rendering it unable to pay its debts, or even its employees, has been made, by a Philadelphia Judge, one of the receivers, and thus the comedy of errors and rascality proceeds. Men of sense must be impressed with the fact that pig-headed nincompoops who make war upon organized labor, are utterly disqualified for managing railroad property. They are the non-descript creatures whose hearts and kidneys have changed places and functions.

## EDWARD A. MOSELEY.

The law passed by the late congress relating to safety appliances on railroad trains, marks an epoch in legislations of great significance. It demonstrates that the law making power of the country does take some interest in human life. If corporations are without souls, as is generally believed, it does not follow, fortunately, that Congress is equally destitute in that regard, and cannot be aroused to a sense of obligation to do right.

It requires time and patience, however, to educate an average Congress. It is a great body and moves slowly. To convince it, and then instill into it the required courage to act, is a herculean task. Only the few are able to comprehend the conflicting influences brought to bear upon Congress when any important measure demands action, and, especially is this true, when the measure, in any sense, antagonizes the greed of corporations. In such cases capital and brains are in alliance, and if the measure provides protection for workingmen the tremendous disparity of influences is seen at once.

To enact a law "to promote the safety of employes upon railroads" brought out the full force of corporation opposition, and to succeed, labor was challenged to put forth every power at its command, and in the trial it found in the person of Mr. Edward A. Moseley, a champion whose steadfast fidelity is worthy of the highest commendation.

In the *Boston Daily Globe*, of March 2nd, we find the following editorial notice of Mr. Moseley's work on securing the passage of what is known as the "Safety Appliance" bill. The *Globe* says:

"The most interesting legislation which the sitting Congress has enacted is the bill compelling the use of safety brake and coupling appliances on all railways engaged in inter-state commerce.

"Thousands of petitions for the enactment of this bill have poured in upon Congress in the course of the last four or five years. The General Court of Massachusetts has thrice memorialized the Federal legislation in behalf of the measure. National conventions of state railway commissioners have called for action. President Harrison has urged the matter in three if not in all four of his annual messages.

"But even such an impressive array of supporters would not be sufficient to chain the attention of Congress to the subject, and supply the necessary motive power for the passage of a bill through the two houses in the teeth of a strong opposition on the floor and in the lobby. Behind every successful piece of legislation there inevitably is some one man of tireless energy and tactful enthusiasm.

"In this case the man is, we are glad to note, a citizen of Massachusetts, Mr. Edward A. Moseley, who, as secretary of the inter-state commerce commission, as well as secretary of the national body of state railway commissioners, threw himself with all his heart, into the contest for the safety appliance bill years ago, took the initiative in gathering and presenting the statistics that aroused the President and Congress to the need of some legislative provision against the great slaughter of train and switch employes, and built up and directed the organization that has at last commanded success.

"It is to be hoped that the new law may prove to be worthy of Mr. Moseley's unselfish labors and that he may find abundant reward in the protection of life and limb which the act was designed to give to the thousands of workingmen that pursue a far more hazardous calling than do those who go down to the sea in ships.

We have on our table documentary evidence of Mr. Moseley's untiring labors, as also the opposition that had to be overcome to secure the passage of the important measure, all indicating his comprehension of the situation and displaying, not only unflagging fidelity to the welfare of labor, but diplomatic skill of the first order in dealing with law makers. We are made acquainted with the vote of each member of Congress, as also his locality and party affiliations, for future reference, in all of which we see Mr. Moseley's splendid management.

It affords the *MAGAZINE* unstinted satisfaction to give Mr. Moseley the fullest possible recognition for his labors and sacrifices, and to pledge him that his work will not be forgotten. It is also most gratifying to the *MAGAZINE* to give prominence to the untiring interest taken in the safety appliance measure by the Hon. L. S. Coffin, a gentleman whose four score years in no regard impair his mental faculties, but who, almost as alert as when many years younger, gave the wealth of his knowledge, experience and influence in the interest of railroad employes. Educating influences are abroad in the land and labor has much to hope for in the future.

The *March Railway Conductor* has an editorial article on "Coupler legislation," in which we find the following:

As to the legislation itself, we do not believe it will be of much direct benefit so far as couplers are concerned, although we shall be very glad to be convinced that we are mistaken. It will be a benefit in regard to power brakes and the simple fact that a step has been taken will be of powerful influence in behalf of such additional legislation as experience may demonstrate to be necessary. The bill was not at all what railway employes wished or what they believe should have been enacted, but recognizing the utter impossibility of procuring anything else, they were practically unanimous in wishing the passage of the pending bill, which has undoubtedly been signed by the president before this time.

Railroad employes are organizing all over the country along industrial lines. To some extent they have organized along financial lines. Among these latter institutions is The Railway Building & Loan Association of Minneapolis, Minn. It was organized several years ago by a number of well known railroad men, primarily for railroad men. It combines the best features of a savings bank, trust company and building and loan association. The association furnishes a safe depository for the savings of railroad men, and also furnishes them opportunities for borrowing money for building homes, or other objects. It operates throughout the country, is under the supervision of the banking department, and its officers are efficient and conservative men. The systematic setting apart a portion of one's monthly income, is a very commendable practice. We recommend The Railway Building & Loan Association to the Brotherhood.

## A SONG OF WARNING.

"It is the intention of the management of rail-ways to crush the various brotherhoods, so as to be in shape to handle the immense traffic of the World's Fair."

That isn't any news at all,  
For many years we've known it;  
In vengeance they would on us fall  
To crush and ne'er condone it.

These days of trusts and combines great  
Are full of dire disaster  
For those who are compelled by fate  
To bow before a master.

Great wealth and power centralized,  
Cause autocratic fury,  
In rampant manner undisguised,  
Defying judge and jury.

Black chattels underneath the flag  
Have been emancipated;  
And white ones now the shackles drag,  
By whips excoriated.

This nation's running on apace  
To ruin, for the classes  
Claim every right to win life's race,  
And handicap the masses.

Appeals for mercy's sake to stay  
Such headlong persecution,  
I fear would but invite the fray  
Meant for our dissolution.

A craven attitude can ne'er  
Succeed when bullets rattle;  
But every man to do and dare,  
Will surely win the battle.

We want to live in peace with those  
For whom we toil, contented,  
They'll make us friends instead of foes,  
If tyranny's relented.

We'll never take advantage of  
A busy situation,  
Because the starry flag we love,  
Which typifies this nation.

But if the fight is on us forced,  
Which means our whole existence,  
Then chaos comes, for love's divorced  
When struggling for subsistence.

Stand, sentries, on our ramparts true,  
And do not fail to tell us,  
When first you spy the foe in view  
To crush us in his malice.

Then let our drums and trumpets bray  
The call for each defender;  
With God and right, we'll win the day,  
Our motto: "No Surrender."

SHANDY MAGUIRE.

The *Switchmen's Journal*, for March, referring to congressional legislation on car couplers, says:

The bill is by no means perfect, and perhaps is not all that railroad men desire, but it is a first step on the road which will lead to the general introduction of safety appliances and to measures, in a general way, for the protection of life and limb among those men who are engaged in what is to-day perhaps the most hazardous of all occupations, and for whose safety practically no provision has ever been made. As time goes on experience will indicate the proper means to be taken in order to enforce better protection. A beginning had to be made at some time, and the sooner the better for the safety of those engaged in this perilous occupation.

Yes, a beginning has been made, and as revolutions never take a backward step it is reasonable to assume that legislation in the interest of human life will go steadily forward.

## ROBINSON MONUMENT FUND.

The following subscriptions to the Robinson Monument Fund have been received since our last report:

A. M. Holmes, B. L. F., Monon, Ind.	\$ 1 00
Wm. Whitted, brakeman, Bedford, Ind.	25
David Engler, O. R. T., Monon, Ind.	1 00
Ira Gray, switchman, Monon, Ind.	25
A. A. Lovejoy, conductor, Monon, Ind.	25
Newt. Trues, switchman, Monon, Ind.	25
J. O. Ball, Monon, Ind.	25
Jas. McDonald, dispatcher, Monon, Ind.	25
H. Strann, B. L. F., Lafayette, Ind.	25
C. M. Bates, O. R. T., Monon, Ind.	25
Wm. Beam, O. R. T., Monon, Ind.	25
J. J. O'Mard, S. L. agent, Monon, Ind.	1 00
J. Kellogg, Monon, Ind.	25
L. P. Herron, R. R. clerk, Monon, Ind.	25
Louis C. Middlestadd, B. L. F., Monon, Ind.	1 00
Edwin Cochell, Monon, Ind.	25
D. W. Long, fireman, Monon, Ind.	25
M. L. O'Mara, B. L. F., Monon, Ind.	1 00
Chas. Ward, Monon, Ind.	25
J. A. Wilson, R. R. pumper, Monon, Ind.	50
C. Nichols, R. R. shopman, Monon, Ind.	25
James Watson, Monon, Ind.	25
J. L. Ackerman, jeweler, Monon, Ind.	25
Herman Crumbo, B. L. F., Monon, Ind.	25
E. J. Helfrick, R. R. shopman, Monon, Ind.	25
Chas. McBee, carpenter, Monon, Ind.	25
Jno. Blair, R. R. shopman, Monon, Ind.	25
A. L. Sands, conductor, Monon, Ind.	50
J. D. Tanner, B. R. T., Monon, Ind.	50
Chode Pope, fireman, Monon, Ind.	25
C. W. Brooks, fireman, Monon, Ind.	25
Wm. Shields, fireman, Monon, Ind.	50
Jno. C. Ball, Monon, Ind.	25
Chas. Trentz, R. R. shopman, Monon, Ind.	25
Ben Trentz, B. L. F., Monon, Ind.	1 00
Wm. H. McBee, fireman, Monon, Ind.	25
Jesse Symonds, Monon, Ind.	50
Pat Dooley, section foreman, Monon, Ind.	25
Chas. Winkley, section foreman, Monon, Ind.	25
Harvey Newboldt, carpenter, Monon, Ind.	25
Geo. King, Monon, Ind.	25
Henry Shafer, Monon, Ind.	25
James Armstead, boiler-maker, Monon, Ind.	25
Jno. Bonnett, B. L. F., Monon, Ind.	1 00
C. Feltz, shopman, Monon, Ind.	50
M. G. Brown, B. L. F., Monon, Ind.	1 00
Wm. Gork, B. L. F., Monon, Ind.	1 00
A. T. Reed, O. R. C., Monon, Ind.	25
Sam Spurrow, brakeman, Monon, Ind.	25
L. Berry, engineer, Monon, Ind.	25
Thos. Newboldt, B. L. F., Monon, Ind.	25
T. O'Connor, O. R. C., Monon, Ind.	50
Chas. Granland, fireman, Monon, Ind.	25
A. Rogers, Monon, Ind.	25
Marion Catlin, B. L. F., Monon, Ind.	1 00
E. Townsley, brakeman, Monon, Ind.	25
Staunard & White, Appleton, Wis.	2 00
Previously reported	\$82 82
Total	\$308 07

The *Railway Employees' Journal*, published at Albuquerque, is the official organ of the Brotherhood of Railway Employees, a new order recently launched for the purpose of promoting the welfare of railway employees. In his salutatory, Editor F. W. Phelan says:

The Brotherhood of Railway Employees advocates the doctrine, "in unity there is strength." They believe under the fold of a common flag those employed in the engine, train and telegraph service, can best secure fraternal protection. Hence this journal will consider it its duty, and one we shall faithfully perform, to encourage all those engaged in the transportation department to become one of us, that they may secure the benefits to be derived from a protective organization founded upon laws and rules broad and comprehensive.

The MAGAZINE expresses the kindest wishes for the new order.

## GRAND LODGE.



## QUARTERLY DUES NOTICE.

OFFICE OF THE GRAND LODGE, B. OF L. F. (TERRE HAUTE, IND., April 1, 1893.)

*To Members of Subordinate Lodges:*

SIRS AND BROTHERS:—Pursuant to Section 129 of the Constitution, you are hereby notified that the dues for the quarter ending July 31, 1893, (such an amount as may be determined by the several lodges, provided in no case it shall be less than five (\$5.00) dollars,) are now payable, and must be paid to the Collector of your lodge on or before May 1, 1893. This amount will be in full payment of all subordinate dues and beneficiary assessments levied by the Grand Lodge for said quarter, as provided in Section 132 of the Constitution. All beneficiary members now enrolled and all those admitted prior to June 1, 1893, are liable for the full amount of quarterly dues for said quarter. All members initiated during the months of June and July are exempt from payment of quarterly dues for said quarter, as provided in Section 129 of the Constitution. Any member failing to make payment as above provided will be expelled from the order, as per Section 130 of the Constitution, said expulsion taking effect May 2, 1893, and the Secretary is required to make due report thereof to the Grand Lodge.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. and T.

## NOTICE TO RECEIVERS.

OFFICE OF THE GRAND LODGE, B. OF L. F. (TERRE HAUTE, IND., April 1, 1893.)

*To Receivers of Subordinate Lodges:*

SIRS AND BROTHERS:—You are hereby notified, as provided in Section 54 of the Constitution, that no beneficiary assessment is required for the month of April, 1893, and that therefore none has been levied for said month.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. and T.

## REDUCED TO \$1.00.

We have on hand a supply of bound volumes of the MAGAZINE for the year 1891.

The volumes are artistically bound in a way to withstand wear, and we need not say are intrinsically valuable, containing as they do, a wide range of topics on subjects well calculated to interest the general reader, as well as those who are the students of labor problems.

In this connection we suggest that these bound volumes of the MAGAZINE would be a valuable present on birth day occasions, or as tokens of remembrance, to be presented at any time, and as the price has been reduced to \$1.00 we shall hope to receive sufficient orders to reduce the supply, since no fireman's library would be complete without one.

By addressing LOCOMOTIVE FIREMEN'S MAGAZINE, Terre Haute, Indiana, orders will be promptly filled. Cash must accompany each order.

## NOTICE TO SECRETARIES.

OFFICE OF THE GRAND LODGE, B. OF L. F. (TERRE HAUTE, IND., April 1, 1893.)

*To Secretaries of Subordinate Lodges:*

SIRS AND BROTHERS:—Pursuant to Section 130 of the Constitution, you are required to report to the Grand Lodge as expelled all members who fail to make payment of their quarterly dues for the quarter ending July 31, 1893. The names of said member must be reported to you by the Collector of your lodge not later than May 2d, and by you reported to the Grand Lodge, in the prescribed form, immediately thereafter. Failing to report the names of expelled members as herein provided, the Grand Lodge will hold subordinate lodges liable for their assessments, as per Section 53 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. and T.

## ADDRESSES WANTED.

L. H. McDANIEL.—Any one knowing his whereabouts will please correspond with Thos. Harris, 76 Bedford ave., Pittsburg, Pa.

ARTHUR W. CARTER.—Was at one time employed on the L. N. A. & C. Ry. Any one knowing his whereabouts will please correspond with Wm. Carter, Orleans, Ind.

FRED. DAUPHIN.—Formerly a member of Santa Rosa Lodge, No. 308; when last heard from he was living on the G. N. R. R. Any one knowing his whereabouts will please correspond with his sister, Laura Dauphin, East Carondelet, Ill.

## JENNESS MILLER ILLUSTRATED MONTHLY FOR APRIL.

The April issue of Jenness Miller Illustrated Monthly offers a fine feast of good reading. Mrs. Miller discusses many interesting topics in her department. There are some good stories, poems, fashion news and gossip, finely illustrated, and also the story of a wonderful Hindu woman. There is plenty of good reading on all topics of the day, and many fine illustrations. Published at 927 Broadway, New York. Subscription price, \$1.00 a year. Jenness Miller Co., 927 Broadway, New York City.

## BENEFICIARY STATEMENT.

OFFICE OF GRAND SECRETARY AND TREASURER,  
TERRE HAUTE, IND., March 1, 1893.

## To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of February, 1893:

## RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$486	72	\$176	143	\$144	214	\$80	285	\$190
2	58	73	84	144	112	215	130	286	138
3	540	74	90	145	136	216	62	287	124
4	178	75	238	146	208	217	54	288	162
5	218	76	54	147	146	218	74	289	146
6	180	77	808	148	104	219	118	290	361
7	74	78	164	149	566	220	116	291	108
8	270	79	76	150	176	221	106	292	362
9	244	80	92	151	92	222	76	293	50
10	210	81	148	152	146	223	82	294	124
11	184	82	372	153	68	224	79	295	34
12	546	83	208	154	84	225	42	296	102
13	344	84	212	155	192	226	120	297	138
14	366	85	156	156	88	227	92	298	74
15	114	86	150	157	106	228	270	299	104
16	88	87	92	158	212	229	72	300	40
17	80	88	122	159	232	230	98	301	74
18	122	89	100	160	156	231	160	302	84
19	224	90	120	161	30	232	94	303	70
20	76	91	114	162	250	233	52	304	110
21	188	92	88	163	108	234	100	305	58
22	46	93	248	164	130	235	68	306	186
23	34	94	116	165	132	236	136	307	120
24	132	95	206	166	184	237	198	308	152
25	144	96	84	167	116	238	162	309	152
26	160	97	216	168	134	239	112	310	80
27	166	98	72	169	262	240	194	311	44
28	120	99	216	170	178	241	346	312	50
29	56	100	122	171	86	242	220	313	100
30	96	101	118	172	202	243	36	314	132
31	138	102	158	173	128	244	42	315	148
32	88	103	296	174	134	245	78	316	102
33	108	104	122	175	210	246	280	317	90
34	106	105	86	176	96	247	230	318	80
35	66	106	48	177	78	248	176	319	106
36	132	107	202	178	182	249	120	320	188
37	90	108	82	179	34	250	210	321	52
38	112	109	118	180	50	251	312	322	52
39	62	110	84	181	38	252	152	323	30
40	160	111	372	182	60	253	90	324	62
41	52	112	86	183	336	254	302	325	80
42	44	113	184	184	144	255	88	326	90
43	132	114	38	185	76	256	56	327	90
44	182	115	68	186	108	257	124	328	120
45	210	116	168	187	80	258	70	329	34
46	84	117	106	188	252	259	132	330	146
47	204	118	58	189	108	260	80	331	82
48	162	119	56	190	34	261	170	332	88
49	122	120	134	191	120	262	104	333	190
50	284	121	130	192	224	263	116	334	108
51	80	122	66	193	176	264	104	335	98
52	164	123	132	194	134	265	120	336	42
53	116	124	180	195	50	266	162	337	176
54	234	125	72	196	172	267	138	338	98
55	72	126	72	197	106	268	66	339	342
56	58	127	108	198	104	269	120	340	74
57	312	128	70	199	118	270	190	341	56
58	86	129	206	200	88	271	76	342	58
59	166	130	192	201	90	272	42	343	54
60	24	131	88	202	138	273	122	344	116
61	190	132	116	203	152	274	70	345	58
62	128	133	122	204	66	275	78	346	44
63	134	134	112	205	110	276	64	347	66
64	112	135	86	206	118	277	36	348	104
65	102	136	50	207	202	278	38	349	86
66	88	137	56	208	74	279	64	350	120
67	192	138	100	209	112	280	48	351	34
68	100	139	46	210	52	281	86	352	96
69	58	140	174	211	196	282	92	353	54
70	92	141	312	212	72	283	82	354	138
71	158	142	236	213	52	284	300	355	104

## RECEIPTS—Continued.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
427	\$84	440	\$106	453	\$102	466	\$170	479	\$48
428	32	441	140	454	114	467	70	480	44
429	28	442	70	455	44	468	40	481	76
430	70	443	160	456	124	469	30	482	496
431	444	444	118	457	10	470	74	483	52
432	124	445	56	458	50	471	58	484	92
433	72	446	94	459	138	472	28	485	170
434	126	447	70	460	76	473	78	486	90
435	44	448	98	461	54	474	42	487	74
436	38	449	70	462	100	475	106	488	8
437	38	450	102	463	74	476	44	489	48
438	82	451	40	464	32	477	40	490	34
439	20	452	66	465	58	478	70	491	34

Balance on hand February 1, 1893 . . . . . \$26,569 75  
Received during month . . . . . 57,172 00

Total . . . . . \$83,741 75

## DISBURSEMENTS.

By claims 901, 902, 903, 904, 905, 906, 907, 908,  
909, 910, 911, 912, 913, 914, 915, 916, 917, 918,  
919, 920, 921, 922, 923, 924, 925, 926, 927, 928,  
929, 930, 931, 932, 933, 934, 935, 936, 937, 938 \$57,000 00

Balance on hand March 1, 1893 . . . . . \$26,741 75  
Respectfully submitted,

F. W. ARNOLD.

## INDEMNITY BONDS.

On our advertising pages will be found a new advertisement from the Fraternal Societies Co-Operative Indemnity Union, which is calculated to call attention to their facilities for furnishing bonds at a nominal fee. This union has been doing a large business in bonding the local division officers of the O. R. T. and the endorsement of S. O. Fox, G. S. and T. is appended to their advertisement. Under the plan usually prevailing in fraternal orders, that of furnishing "Friendship Bonds," those whose signatures are obtained thereto (a small minority of the membership of the organization) assume all the responsibility, which responsibility through membership in the "Indemnity Union" is reduced to the nominal cost of such membership and borne pro rata by the entire membership. Their method of conducting work is identical with the plan of all fraternal societies and hence, in reality, they are "one of us." The expense is within the reach of each and every lodge.

Ivers & Pond Co., of Boston, advise us they are selling many Brotherhood men their pianos, and because of this success they have renewed their advertisement for another year. Their new advertisement this month contains a testimonial from Brother E. W. Crane, of Division 172, B. of L. E. which is indeed a very strong endorsement. They send their catalogue free. They are reliable and worthy of success.

The proprietors of the Carlisle Steel Works, Sheffield, Wilson, Hawksworth, Ellison & Co., attest "remarkable healing virtues" to Pond's Extract for Cuts, Bleeding, Wounds, Burns, Bruises, Sprains, Lameness, etc., arising from accidents occurring in their works, and state that "during the last 12 years, we have constantly kept the Extract in readiness: our workmen resort to it with perfect confidence."

Our old advertisers, S. H. Moore & Co., publishers of *Ladies World*, come out in this issue with their annual premium offer. It will pay our readers to note what they offer, as we have always found this firm fair and square in their dealings, and give just what they promise.



# LOCOMOTIVE FIREMEN'S MAGAZINE.

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MAY, 1893.

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## EDITORIAL.

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### RAILROAD SAFETY APPLIANCES.

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When the congress of the United States deliberates for days and weeks upon any measure, it will be universally conceded that a principle is involved of vital consequence to the people. It will not be forgotten that it required about twelve years to place the interstate commerce law upon the statute books of the nation, nor will it be forgotten that the progress of the measure was fought by the railroads of the country at every step until the rights of the people triumphed.

It would be interesting reading now to bring into prominence the declarations then made, showing, if the interstate commerce bill passed and became a law of the land, what dire calamities would result, and similiar declarations were made, provided congress should enact a law compelling railroads to equip their locomotives and trains with appliances designed to reduce to the minimum accidents involving the death and maiming of employes and travelers.

This article is written for the purpose of informing the readers of the MAGAZINE of the drift of the discussion in the United States senate on the bill introduced by Senator Cullom, of Illinois, and which passed the senate as follows :

*Be it enacted, etc., That from and after the 1st day of January, 1898, it shall be unlawful for any common carrier engaged in interstate commerce by railroad to use on its line any locomotive engine in moving interstate traffic not equipped with a power driving-wheel brake and appliances for operating the*



train-brake system, or to run any train in such traffic after said date that has not a sufficient number of cars in it so equipped with power or train brakes that the engineer on the locomotive drawing such train can control its speed without requiring brakemen to use the common hand brake for that purpose.

SEC. 2. That on and after the 1st day of January, 1898, it shall be unlawful for any such common carrier to haul or permit to be hauled or used on its line any car used in moving interstate traffic not equipped with couplers coupling automatically by impact, and which can be uncoupled without the necessity of men going between the ends of the cars.

SEC. 3. That when any person, firm, company, or corporation engaged in interstate commerce by railroad shall have equipped a sufficient number of its cars so as to comply with the provisions of section 1 of this act, it may lawfully refuse to receive from connecting lines of roads or shippers any cars not equipped sufficiently, in accordance with the first section of this act, with such power or train brakes as will work and readily interchange with the brakes in use on its own cars, as required by this act.

SEC. 4. That from and after the 1st day of July, 1895, until otherwise ordered by the interstate commerce commission, it shall be unlawful for any railroad company to use any car in interstate commerce that is not provided with secure grab irons or handholds in the ends and sides of each car for greater security to men in coupling and uncoupling cars.

SEC. 5. That within ninety days from the passage of this act the American railway association is authorized hereby to designate to the interstate commerce commission the standard height of drawbars for freight cars measured perpendicular from the level of the tops of the rails to the center of the drawbars, for each of the several gauges of railroads in use in the United States, and shall fix a maximum variation from such standard height to be allowed between the drawbars of empty and loaded cars. Upon their determination being certified to the interstate commerce commission, said commission shall at once give notice of the standard fixed upon to all common carriers, owners, or lessees engaged in interstate commerce in the United States by such means as the commission may deem proper. But should said association fail to determine a standard as above provided, it shall be the duty of the interstate commerce commission to do so, before July 1, 1894, and immediately to give notice thereof as aforesaid. And after July 1, 1895, no cars, either loaded or unloaded, shall be used in interstate traffic which do not comply with the standard above provided for; and, in order to enable the said commission to perform the duties imposed upon them by this act, there is hereby appropriated, out of any money in the treasury not otherwise appropriated, the sum of \$3,000, or so much thereof as may be necessary.

SEC. 6. That any such common carrier using any locomotive engine, running any train, or hauling or permitting to be hauled or used on its line any car in violation of any of the provisions of this act, shall be liable to a penalty of \$100 for each and every such violation, to be recovered in a suit or suits to be brought by the United States district attorney in the district court of the United States having jurisdiction in the locality where such violation shall have been committed, and it shall be the duty of such district attorney to bring such

**suits upon duly verified information being lodged with him of such violation having occurred. And it shall also be the duty of the interstate commerce commission to lodge with the proper district attorneys information of any such violations as may come to its knowledge: Provided, that nothing in this act contained shall apply to trains composed of four-wheel cars or to locomotives used in hauling such trains.**

**SEC. 7.** That the interstate commerce commission may from time to time upon full hearing and for good cause extend the period within which any common carrier shall comply with the provisions of this act.

**SEC. 8.** That any employe of any such common carrier who may be injured by any locomotive, car, or train in use contrary to the provisions of this act shall not be deemed thereby to have assumed the risk thereby occasioned, although continuing in the employment of such carrier after the unlawful use of such locomotive, car, or train had been brought to his knowledge.

Numerous amendments were introduced during the progress of the debate, most of which were voted down, and some of which were accepted, but the main features of the bill were retained. It is not, however, our purpose to follow the discussion in detail, but rather to inform the readers of the MAGAZINE of certain salient features of the debates.

In the course of the debate, it was stated that there are now in operation in the United States 1,100,000 freight cars, and that to equip these cars with safety appliances, would cost the railroads from \$50,-000,000 to \$100,000,000—say \$75,000,000.

Referring to killing and maiming of employes, Senator Cullom said:

One purpose of the bill is to get rid of the necessity for the men to go on the tops of cars and to run from one to another, as well as to provide against the necessity of the switchmen going in between the cars to couple and uncouple. Here are some statistics on the subject of falling from trains and engines.

In 1891 the number killed was 598; in 1890 the number was 561; in 1889 the number was 493. In 1891 the number of injured was 3,191; in 1890 the number injured was 2,363; and in 1889 the number was 2,011.

It will thus be seen that, first by coupling and uncoupling cars, secondly by falling from trains, and then generally as to those engaged in operating railroads, the total for the four years, according to the statistics I have here, was 9,153 persons killed and 88,712 injured.

I assume that these statistics are correct, because they were furnished me by a statistician. With that table of facts before the senate it does seem to me that if we have any regard for human life we ought to do something that will hasten the time when this tremendous slaughter shall cease, if we can do anything to bring about that situation.

During the course of the debate, an amendment to the bill was proposed, which, if adopted, would have saddled the expense of supply-

ing the safety appliances, automatic couplers, air brakes, etc., upon the government, instead of upon the railroads, as follows :

That if the brake or coupling or device of any kind that shall be at any time adopted under the provisions of this act is under the protection of letters patent, it shall be the duty of the attorney-general to institute judicial proceedings in the supreme court of the District of Columbia to condemn such device, brake, or coupling, and the letters patent protecting the same, to the public use, upon just compensation to be paid by the United States to the owners of such letters patent.

The amendment was introduced by Senator Morgan, the argument being that a large number of railroads were too poor to purchase the safety appliances; besides, if they did purchase them, they would advance the price of transportation to an extent that would enable them to recoup the expenditure out of the pockets of the people; hence, it were better for the government to take possession of the patent coupler selected and pay its owner out of the United States treasury. Senator Palmer, of Illinois, was prompt in opposing this scheme of supplying safety appliances for railroad trains out of the United States treasury. Senator Palmer did not hesitate to declare the right of congress to regulate railroads, but the right to regulate does not include the right to subsidize railroads. Senator Palmer takes no stock in the cry that because the use of safety appliances would be expensive, railroads should be permitted to continue the use of old devices and let the work of slaughter go forward. "It would have been complained no doubt at one time that it would be excessively burdensome to require the railway companies to use the steel rail, and yet the greater economy and safety and all the other considerations that suggested the necessity for the steel rail overcome all objections, and the courts have since recognized the principle that these corporations must use the best devices, the best methods to insure public safety." Senator Palmer took occasion to put upon record some exceedingly wholesome reflections relating to railroad employees. Referring to the position of Senator Wolcott, who said that employes entered the service of railroads knowing the risks they were taking, and were paid for the risks, Senator Palmer replied, if the rule is fair, economy would suggest that as risks are diminished, the expenses would be less, since the element of danger would cease to be an element in the compensation and economy would suggest to the railroads the adoption of improved couplers. But, said the senator:



There is an aspect of cruelty and of wrong in that view. When you tell me that the men who have been trained for years in the service of the railway companies, until they have become familiar with that business, have acquired habits adapted to it, have bought homes where they can live convenient to the discharge of this duty, may decline such risks and have some discretion, I say it is certainly a purely imaginary discretion. These men have their employment, their business. They are trained to it, and as they become fitted for pursuits of this kind they become less fitted for other pursuits. They have become a distinct class of employes, and to invite them to go into some other business as a means of escaping these hazards is as cruel as it is impolitic. Their skill and experience become a part of the property of the country. They are trained men, familiar with these duties. Their experience, their education, contribute to the safety of persons and property; and as they are thus trained and have become efficient and skillful, it is the policy of the government to continue them in the employment they have selected, and it is the duty of the government to render that employment as little hazardous as possible.

The foregoing views relating to railroad employes are eminently just and it is gratifying to know that they had weight in the United States senate, the most august deliberative body in the world.

When railroads set up their poverty as a reason why they should not be required to equip their trains with safety appliances, it is well to note what United States senators say upon the subject. Speaking of strong roads and weak roads, Senator Palmer said:

My observation is that there is no such thing as a weak railroad in this country. There may be short lines, and there are some which have been improvidently constructed, and which, standing by themselves, have not been profitable to their owners; but the extent of my information is that the weak roads of the country are those that have been plundered by their managers. The road itself has the capacity of earning all that is necessary to keep the equipment in perfect order. There is no trouble about the earning capacity of a road, as I understand it, but the difficulty is, in most cases, that the earnings have taken a direction not in harmony with the interests of the public or those who are in the service of the corporation. I have in my mind now railroad property which is earning, which must and will earn money, but which has been enormously and wrongfully involved in debt, and by the efforts of those who hold the debts and control the property, at the same time the road is milked of its earnings, until its track is in poor condition, its running stock has become shabby, poor, and unsafe. Why? Not because of any inherent defect in the capacity of the road, but because of the shocking mismanagement of those who control it.

In the foregoing we have a fact stated on the floor of the senate that what are called the "weak roads," are those which have been plundered by the very men who oppose the use of safety appliances to save life and limb. After plundering their roads, after "milking" them of their vitality and reducing them to poverty, the men who

have profited by this scandalous business, plead poverty as an excuse for continuing the slaughter and the maiming of employes. Said Senator Palmer :

What is the duty demanded by the particular section of this bill to which I am referring? That a particular appliance shall be adopted which will materially diminish the hazards, and as a consequence of the result of its operation there will be a much smaller number of "accidents." Human life and human limb are the things to be saved. This is the question of public duty that devolves upon the representatives of the states and the people. Shall this thing go on when obedience to this requirement will save many lives? Shall these persons be excused, and have what may fairly be termed a license to kill, because they are too poor to conduct their business in a safe manner? Are we to protect them on account of that alleged poverty when the truth is that human life is more precious than the business of any given railroad? A short time ago in our sister republic, Chile, a mob destroyed the life of a man belonging to a man-of-war. At once our fleets were in motion, the drum-beat was heard, the military spirit of the country was aroused. Why? Because an American citizen had been unlawfully killed in Chile. But here we calmly sit by with the knowledge that many American citizens will be killed for want of this judicious precaution, and we say: "No; you may kill because you are poor; you have not the means of avoiding the destruction of human life." We argue the question as if it could be disposed of in this way: "You can go on with these unsafe appliances which you know and we know will kill men during the course of the year; you may do that. Why? Because you are not able to buy safer appliances; you have the license to kill on account of your poverty." Better tear up the railroads than that they should be operated to the destruction of human life.

It was stated during the debates that there are three thousand patents on car couplers in the United States, and that in so many, it would be difficult to select the best, the one car coupler superior to the remaining two thousand nine hundred and ninety-nine, and hence it was suggested that it was better to make no choice or permit the railroads to make their own selection, tantamount to having no legislation at all upon the subject. Senator Hawley, of Connecticut, having listened to all the arguments against the bill to compel railroad managers to supply safety appliances, affirmed that it was the duty of the government to interfere. He said:

I have known cases in my observation of the history of railroads where at short intervals there were injuries occurring, and the railroads protested in one case in my own state against being ordered to make certain improvements in the cars, so that the passengers could not slip between them. The railroad companies said that they could take care of their people, but they did not do it.

I think they are mistaken in this as a matter of economy. Look at this great big battle that went on in 1891. There were 28,800 people killed and wounded.

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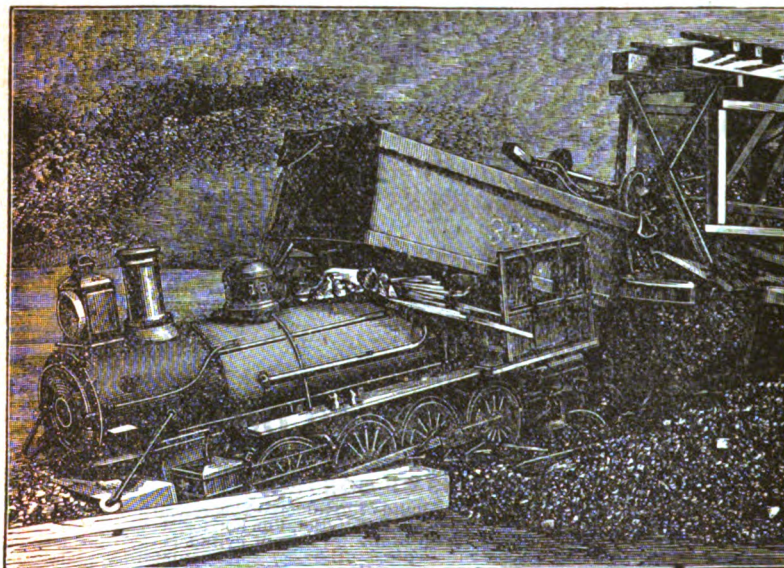
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That would be a heavy loss for an army of 200,000 men engaged in battle, only, to be sure, this was prolonged over three hundred and sixty-five days instead of one. There were in 1891, 2,660 killed, and just about ten times that many wounded—26,140. In an ordinary battle in war where five are hit one is killed on the ground and one of the other four is apt to die. If that were so in this case, out of that 26,140 wounded 6,000 would ultimately die, and that added to the 2,660 would make 8,666.

I understand that unless a conductor or a brakeman or any one can show that he was without any fault himself he receives nothing for any injury done him. If the company can show that in any respect he contributed to his own injury, then they do not pay anything for it; they do not give his family anything in case of his death; but when they kill a man carelessly—and the larger part of it is carelessness and nothing else—then they give a magnificent donation of \$5,000, and if 5,000 men are killed a year and paid for, that amounts to \$25,000,000 a year that the railroad companies lose; and that is a tremendous interest on \$75,000,000.

Figures are not the most reliable things in the world, but these are figures you cannot escape from unless you say that those 5,000 poor fellows who were killed in that way nearly all contributed to their own death, and the law of course gives no remedy if they in any respect contributed by their own negligence. It is a very fine question how much of the negligence is the company's and how much the employee's.

There were 9,153 railroad employees killed in four years and 88,712 wounded, and yet nothing can be done about it. We are told it is better to let this killing go on without any attempt whatever to prevent it, because they say they do not know exactly what they are to do. They say they cannot agree as to what should be done, and inasmuch as people cannot agree about what to do it is better to do nothing. There I differ with them again.

The case presented in the senate of the United States was in many regards extraordinary and unique; a case in which United States senators demanded the passage of a law to prevent accidents and guard employees against being killed and maimed. Said Senator McPherson:

We should consider the great number of men necessarily employed in this business, the loss of life, the statistics of which were given here yesterday by the senator from Illinois [Mr. Cullom], and the maimed condition of these people by reason of the risks they run in coupling cars, forced as they are to handle the old and antiquated cars that the railroads have had in use for years, and never will throw off of their lines until they are compelled by legislative power, this legislation seems not unreasonable.

They will wear out these old cars if not prevented, because it is more profitable to them. When we consider those conditions, it is the duty of congress in my judgment to make some legislation that will require the use of inventions which human ingenuity has discovered and devised by which the risk may be reduced to the minimum.

It is but a few years ago that here in this chamber a bill was passed to regulate the transportation of live animals. It was claimed that the then system was cruel to the animals; that it was injurious to the meat; that it produced

disease. What was the result? Legislation was passed by congress requiring that animals should be removed from the cars every twenty-four hours for rest and water and feed in order that cruelty to the animals might to a large extent be avoided and in that way benefit the meat product.

There was another provision in the law that this requirement would be waived as soon as cars were constructed that would enable animals to be fed and watered while in transit. What is the condition to-day as a result of that legislation. There is scarcely a train of cattle coming from the great west to the east that is not carried in improved cars. The railroad companies themselves own but few of them. They are owned by the great car trusts. There is hardly a pound of dressed beef brought from the great west to New York for export to Europe that comes in cars owned by the railroad company itself. But each of the cars contains all the modern appliances. They have air brakes; they have springs under them; they have improved couplers.

No brakeman is required to go between the cars of those improved trains to couple them. The car trust does not receive one single fraction more for the use of those improved cars than it would receive for the use of the old cars where the brakeman is forced to go in and hold up one end of the ring while the cars are being coupled.

In the foregoing, it is shown that congress was quick to respond, when it was ascertained that the transportation of live animals subjected the dumb creatures to suffering, and it is shown that the legislation was productive of good results. Senator Call, in the course of the debates, said:

Mr. President, the question of the control of railroads by law, of which this is a part, is one of the most important that can be presented to the consideration of congress. The American people in their public opinion are eminently practical, and they have not failed to see what everyone else has seen, that this vast interest of more than ten thousand million dollars, employing 750,000 men, carrying between ten and twelve million passengers every year, with revenues greater than those of the federal government, constitutes a power that if not controlled by law, and positive law, will create a privileged class, an aristocracy, an imperial government, and that the people must be powerful enough in their national government to prescribe reasonable and just laws for its control.

The only alternative to this, unless we can contemplate the overthrow of the government, will be that the government will assume the control of these great highways and these vast interests. For one I am not in favor of eliminating private enterprise and energy and ability from the control of these great corporations subject to the will of the people and the law that congress may prescribe.

Now, Mr. President, what does the pending bill propose? It proposes to assert the recognized power of congress to require of these common carriers engaged in interstate commerce that they shall provide adequate protection to the life of the men employed, who make all the money, who render all the service, upon whom absolutely are dependent not only the lives and comfort of the passengers and the safety of the merchandise but the profits of the men who

own it; that we shall require them to use the necessary and the best appliances for the protection of the lives of these people as well as of the 12,000,000 American citizens, men, women and children, who travel upon these roads. Is it reasonable to say, as the senator from Virginia [Mr. Hunton], if I understood him aright, said that this great interest should be exempted from the control of the people and their power; that these corporations of their own accord would do whatever was best and whatever was necessary and proper?

Mr. President, the answer to that is in the fact that of the ten thousand million dollars of capitalization nearly one-half of it represents nothing whatever but the paper upon which it is written and the power of taxation of the American people. That is an instance of exemption from the control of the law.

I have here a table prepared by a very careful and a very intelligent man, who seems to be thoroughly familiar with the subject, Mr. C. Wood Davis, who states that the revenues derived from freight and transportation charges upon the American people have been \$2,500,000,000 upon watered stock, that represents nothing whatever—over \$2,000,000,000 taken from the American people.

Is there any impropriety in the face of this vast amount over and above every dollar that has been contributed to the construction of these roads to require them to expend the \$75,000,000 or \$100,000,000 if it is needed for the protection of the lives of the men who do all the duty and the labor at night and by day for an inadequate compensation, who make all the money for the men who live in luxury in palaces and never put their hands to this great work which is done by the laboring people whose lives have been thus sacrificed.

Such statements in the United States senate are calculated to carry convincing weight to the public mind. They are not made by members of organized labor, nor by "labor agitators," though as extreme as any utterances of labor agitators; they are made in the calmest and most dignified deliberative body in the world, and are made under the sanctity of an oath.

The indications now are that within the next five years the old death dealing appliances will disappear and the safety appliances will take their places on the trains. When it was asked, if railroad corporations could not be trusted to remedy defects in train appliances, the reply was made by a senator that he "never saw the time when people, situated as the railroad companies are, and as other corporations are, were ready for remedial legislation of this description. I never knew the time when the shipping industry was ready to be regulated as it ought to be ready to have its barbarisms eliminated. We have been telling them of late how many cubic feet they must allow for proper ventilation in accordance with the law of hygiene as prescribed by skillful surgeons and physicians, but the ship owners took their medicine unwillingly." In confirmation of his position he referred to the "extraordinary agitation in England some years ago, and

very interesting it was indeed, when an investigation of British shipping showed that large numbers of vessels, in order to get the insurance, went abroad consciously unfit to go to sea, expecting that they would blunder on to the shore or founder at sea. Then that fine old English bull-dog, Plimsall, took hold of this business and worried parliament, as some of us are worrying congress to-day, until he got a proper load-line painted on the side of every ship, so that anybody could tell whether she had been overloaded or not." England had trusted her ship owners and thousands of lives had been lost. It was found they could be trusted no longer and parliament interfered to save life. During four years it was shown that 9,153 men had been killed and 88,712 wounded as a result of imperfect appliances, a total killed and wounded of 97,865. Safety appliances will lower the horrifying record—to what extent is not known, but that it will be to an extent that will excite universal satisfaction is believed.

Railroads derive their existence from law; from the people; from congress; and from the states; and, therefore, can be controlled, and the people have determined to control them, and it will be eminently becoming for the roads to submit with the least possible amount of kicking.

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## ARE WE A PROSPEROUS PEOPLE?

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Mr. B. O. Flower, in the *Arena* for January, asks, "Are we a prosperous people?" and proceeds to demonstrate that we are not a prosperous people. Mr. Flower reiterates the statement that "the accumulation of great wealth within a country's borders does not necessarily indicate that the nation is prosperous," but if this accumulation of great wealth within a country's borders is fairly distributed, then, in that case, it would indicate the nation's prosperity.

To prove that as a people we are not prosperous, Mr. Flower refers to the vast number of evictions occurring annually in the city of New York, which for the year ending Sept. 1, 1892, aggregated 29,720, and



if five persons are allowed to a family, "which is the usual ratio in computing population," we have an army of miserables numbering 148,600 men, women and children thrown upon the streets without home or shelter. The picture has no side that can be contemplated with satisfaction. It is horrifying from first to last; but does it prove that we are not a "prosperous people?" These evictions occurring in the city of New York suggest the question, is New York a prosperous city?

We presume if the question, is New York a prosperous city? was addressed to any resident of the great metropolis competent to answer, the reply would be in the affirmative and any quantity of statistics would be promptly introduced to substantiate the affirmation; and if the statement were made that 29,700 families had been evicted during 1892, we apprehend the fact would be admitted and immediately statistics would be produced showing that from all quarters of the earth, poor and destitute people have flocked to New York to take the chances of a precarious existence, rather than "go west and grow up with the country;" that these imputed evictions of poverty, ignorance and degradation, Huns, Dagoes, Poles, Russians and others who could be named, are willing to crowd into cellars and garrets, rather than go further and fare better, and that their impoverished condition, which is their normal condition, presents no argument against the prosperity of the great city. Mr. Flower graphically paints a dark picture when he says, "Let us imagine the spectacle of this host of haggard, half-starved men, women and children—the army of the overpowered—ununiformed, in rags and tatters in mid-winter, divided into one hundred battalions of one thousand each; with sable colors and muffled drums; with eye made dull by hopelessness or baleful despair—a section of the human family in full defeat—marching with mournful tread past the lordly palaces of Fifth avenue, and gazing wistfully through the windows at the dazzling splendors of homes whose owners represent hundreds of millions of acquired wealth." The picture painted by Mr. Flower, though well calculated to arouse sympathy for the unfortunate, does not prove that New York is not a prosperous city. On the contrary, the fact remains that New York is one of the most, if not the most, prosperous city on the continent—possibly the most prosperous city in the world; and just

here the point can logically be made, and should be made, that the prosperity of New York should be utilized by its fortunate citizens to mitigate the sufferings of its vast army of poverty stricken inhabitants.

In announcing such claims for charity upon the extraordinary wealth of the city of New York, it is not required to assume that New York is not prosperous; on the contrary, the claim for extended philanthropic work is predicated upon the wealth and prosperity of the city, and not upon its bankruptcy. If one suggests a remedy upon eleemosynary lines, the reply would be that if the unfortunates of 1892 were relieved, the number for 1893 would show such an augmentation of numbers, that to keep up the alms giving would speedily exhaust the resources of the city, since from Europe and from a number of states contiguous to New York City, a ceaseless stream of men, women and children are pouring in, subjecting themselves voluntarily—at least the adults—to the very conditions Mr. Flower so much deplores—it being a case where “progress and poverty,” wealth and want, go hand in hand. In such cases, what practical steps could be taken to mitigate the woes of extreme poverty? Confiscate the property of the rich? No; but since it is the work of the poor that makes New York prosperous, builds for the few stately fortunes, let them be taxed to create a fund, which, while it would not banish poverty, would take a million pangs a minute out of the hearts of the cold, naked, hungry and shelterless, and thereby reduce the horrors of which Mr. Flower writes.

Mr. Flower is, we think, of the opinion that we are not a prosperous people; the conclusion evidently being that where poverty, squalor and degradation are found, as in the city of New York, it becomes preposterous to assume that the nation is prosperous.

Mr. Flower leaves the city and hies away to the country, to five of the great states of the west—Illinois, Iowa, Missouri, Kansas and Nebraska—and shows that on January 1, 1890, there were in the states named, 1,196,071 outstanding mortgages representing a mortgaged indebtedness of \$1,174,732,241, and that at the same date in the states named, there were outstanding chattel mortgages aggregating \$783,154,827.25, giving a sum total of mortgaged indebtedness of \$1,957,887,068.25. Mr. Flower makes some conclusions in the chattel mortgage item, but regards \$1,762,098,361.30 as a “conservative” sum total

for the states named. The figures are simply appalling, and contemplating them from Mr. Flower's point of observation, it is not surprising that he has arrived at the conclusion that we are not a prosperous people.

But after all, there are some other facts which will put a bright side upon Mr. Flower's picture of desolation. In the states named by Mr. Flower there are 218,255,000 acres of land; we assume it is worth \$10 an acre or \$2,182,550,000. In these states Mr. Flower shows the real estate mortgages amount to \$1,174,732,241. Admitting his figures to be correct, the difference between the value of the land and mortgages would be \$1,007,817,759, the land at \$10 an acre being about double the amount of the mortgaged indebtedness; not a bad showing for farmers, since it leaves the impression that they could pay off the mortgages and have more than a billion dollars worth of land remaining to their credit.

Mr. Flower, in his *Arena* article, occasionally leaves the field of severe economic discussion and indulges in sentimental writing. Having given his figures showing mortgaged indebtedness, he refers to them as proving "beyond cavil that while millions of the most industrious, sober and honest American citizens have toiled from boyhood past the meridian of life in a land wonderfully blessed by nature, they have as a heritage billions of dollars in mortgaged debts, and conditions which surely and with accelerating speed are forcing them with each succeeding year, into greater dependency upon those who have acquired vast fortunes."

This MAGAZINE, it is needless to say, is not an advocate of plutocratic methods to obtain wealth. We take no stock in monopoly, trusts, syndicates or other capitalistic combinations to extort money from individuals or from the public, but in the discussion of such propositions as Mr. Flower advances, it occurs to us that mortgages are not necessarily unmixed calamities; on the contrary they may have a sunny side. True it is, that any form of indebtedness which the debtors are unable to pay, is to that particular individual a calamity and mortgages may be in some regards the most calamitous form of indebtedness, since the payment may involve the loss of the home. But it were supreme folly to write of mortgages as necessarily indicative of nations decay, and this appears upon any simple analysis of the proposition, as for instance: A owns a farm of one hundred and



sixty acres free from all incumbrances. A desires to make improvements, he wants to build barns and fences, or purchase stock or implements, no matter what. To do this he must have money. A is a free agent. He has toiled to the "meridian of life" and has secured a farm. He wants \$1,000—to obtain it, he must borrow. Fortunately for him, he finds a man with \$1,000 to loan. The negotiations begin. B, the lender, will part with his cash in consideration of eight per cent. interest, secured by a mortgage on A's farm; A consents; takes the \$1,000, and gives the mortgage. In all of this what is there to be deplored? Should a law be enacted to deprive A of borrowing or B from lending? There are a thousand reasons why farmers borrow money and execute mortgages. There are doubtless numerous instances where farmers borrow money and mortgage their farms when the transaction is not prudent, but the farmer being a free man there is no power to forbid him from doing as he chooses, and just here all discussion upon this branch of the subject ends. As well enter the arena of business for the purpose of deploring debt and credit, by which transactions amounting to billions occur annually, to determine whether or not "we are a prosperous people." The amount of transactions to a business mind indicates very closely that we are a prosperous people in spite of the fact that multiplied thousands meet with disaster.

Mr. Flower regards the mortgaged indebtedness of the five states he names, as appalling when considered as an economic problem." He shows, as we have stated, there were 1,196,071 mortgages outstanding January 1, 1890, amounting to \$1,174,732,241. Who got the money? The farmers. What did they do with it? Mr. Flower does not state, but simply regards the sum total as "appalling." Why appalling? Is it not to be presumed that the men who obtained the money used it to better their condition? If so, where does the calamity appear? or in what way does the placing of such a vast sum of money in the hands of farmers to extend their operations indicate that we are not a prosperous people? Going in debt is not a calamity; if it were so, the clearing house statements, published daily and weekly, and the reports of loans by banks would overwhelm the mind in dismay. On the contrary, such transactions everywhere are accepted as proof of the prosperity of the people. Mr. Flower does not discuss such propositions. He fixes his eyes upon the mortgage indebtedness of five

states. He sees many mortgages foreclosed because the men who borrowed the money could not pay their debts, and then writes as if the bottom had fallen out of the universe as follows: "Think for a moment of the rivers of tears flowing from the sunken sockets of half-starved eyes; the muffled sobbing, which speaks of vanished hope from millions of once buoyant lives; the laughter of childhood frozen by an atmosphere of dread, if not despair; youth and maidenhood unschooled in books; bowed with incessant toil, and wearied in soul and body, while the sun of life is far below the meridian. Age, pitiful beyond words, broken beneath the wheel of fruitless toil; health gone; hope vanished and home lost that the usurers may be satisfied. Ashes of hope floating from thousands of homes, where a decade ago joy fed the flame of jubilant expectation and where buoyancy of spirit found expression in laughter's inspiring music." This will probably pass current as fine writing. It is highly poetic. It covers five great states with the sable draping of a funeral. We see "rivers of tears flowing from the sunken sockets of half-starved eyes," a wonderful stretch of hyperbole; then we are invited to contemplate the "frozen laughter of childhood," as also floating clouds of the "ashes of hope," ascending from "thousands of homes," and all of this because some farmers, who borrowed money and gave mortgages on their farms, failed to meet their obligations and lost their farms. Hence, Mr. Flower is of the opinion that we are not a prosperous people. If it were true that "rivers of tears," the result of farm mortgages, were flowing in the western states; if it were true that the "laughter of childhood" out west could be found in "frozen" chunks, things, sure enough, would look squally, but nothing of the sort could be discovered by a congressional committee of investigation, clothed with authority to send for persons and papers and to examine witnesses under oath.

For an economic writer, Mr. Flower is far too sensational, too imaginative, too poetic. It is to be admitted and deplored, that there is too much suffering in all our large cities, it is possible that there are too many mortgages. It is true that the rich contribute too little for the alleviation of the woes of poverty, and that capitalistic greed is one of the signs of the times that cannot be contemplated with serenity. Nevertheless, the United States is a prosperous nation and we are a prosperous people, and the figures supplied by Mr. Flower

do not "demonstrate," as he contends, "that honesty, thrift and sobriety are no longer talismen against starvation in this opulent nation"—such declarations are those of a vagarist.

A man familiar with the products of farms, forests, fields and mines of the United States, who is a student of our inland and coastwise tonnage, of our domestic and foreign commerce, and of our railroad transportation, whatever else may be said, is forced, by the towering facts, to admit that we are a prosperous people—the most prosperous nation on the face of the earth.

Finally, Mr. Flower, after presenting his picture of destitution in the city of New York and the desolation (?) resulting from farm mortgages in five western states where he, in fancy, sees rivers of tears, and the frozen laughter of childhood, is of the opinion that all could be changed if, (1) we could have a "larger volume of currency," and (2) if the nation would purchase the railroads and telegraph lines.

If the government owned the railroads the number of employes would not be increased, and thus the idle would reap no benefits from the purchase and control of the railroads, and the same is true of the telegraph lines, and if the government should succeed in making money by running the railroads and telegraphs, it is not presumed that any part of the profits would go to the poor of New York city, or any other city.

It is doubtless true that the states could enact laws which would squeeze the water out of railroad stocks and bonds and compel their owners to collect dividends on honest investments. It is doubtless true, that laws could be enacted to put an end to trusts and capitalistic combinations, by which the public is robbed, and it is possible, if we had a centralized government, *a la* Russia, a decree could be issued which would put a stop to farm mortgages. All of these things may be done when the people in their sovereign power determine to do them. In the meantime we feel satisfied that we are a prosperous people.

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For the purpose of administering to their employes consolation in time of need, the officials of the Denver & Rio Grande railroad have appointed for each division, a regularly ordained minister, at a salary of \$100 a month, to act as chaplain. The same thing is done in penitentiaries.

## LABOR DELIBERATION.

At Muskegon, Michigan, the state federation of labor recently held a meeting and deliberated upon certain propositions relating to labor, law, military affairs and politics. "A short day for women and children," was proposed and adopted. It would have been better to have proposed that there be no work-day at all for children, long or short. Children should have no labor tasks. Their bodies and their minds should not be dwarfed and stunted by toil. Children all over the country are made physical, moral and mental deformities by excess in work, and the land everywhere is being filled with the degenerate progeny of women who were over-worked in childhood. When parents become so debased and brutified as to drive their children to work during their tender years, their children should be removed from their custody. They are disqualified for rearing children.

A proposition was debated to appoint a union workingman as the commissioner of labor for the state. A move in the right direction and eminently consistent with the prevailing policy in such matters, since, if there is to be appointed a commissioner of banking, a banker or an acknowledged financier would be sought for, and so on through the list.

A resolution was passed "favoring the approval by the people of all legislation, before it becomes operative." In this resolution is found all the ear marks of the impracticable in law making; a vagary of such proportions that even a cursory examination of it makes it ridiculous.

Suppose for instance a member of the legislature offers a bill, making it a felony to discharge a workingman because he belonged to a labor organization? And suppose the bill passes and becomes a law? What reason is there for submitting such legislation to the people for their endorsement? Suppose a legislature passes a bill appropriating money, say \$100,000, to defray the expenses of the session. To submit the question to the people would cost, say \$200,000. But suppose all the acts of a legislature, as contemplated by the resolution, should be submitted to the people, say 150 acts or laws. What would be the outcome of such a proceeding? The mere mention of such contingencies illustrates the folly of all such

schemes, and labor, when in council, should sit down upon them. They are the rankest vagaries—impracticable and practicably impossible.

The military question was brought forward by a resolution declaring it to be "contrary to the best interests of unionism for men to belong to the state troops." There were those in the convention who held that it was well "to have union men in the militia because in a pinch they would shoot over the strikers' heads rather than at them," and "during the debate on state troops one delegate created a sensation by stating that in one company of militia, the Flint blues, stationed at Flint, he knew of union men who were going to withdraw because they would not go out to fire on striking unionists." It is not surprising that labor conventions and assemblies are taking special interest in the militia business, the military machine, since it is becoming well understood that the states have no use under heaven for an army, except to respond to the requests of the Carnegies and Fricks and other robbers of labor.

Whether union workingmen should volunteer in such armies or keep out of them, is a question of two sides. But it should be borne in mind, that a soldier on duty is not permitted to exercise any discretion at all. Military power is absolute and is summed up in the motto, "Obey orders." If this is not done, the next move is a speedy trial for treason and such penalties as the court may determine. If a union workingman soldier is ordered to shoot down a brother workingman and should be detected in firing over his head rather than at his heart, he would very speedily find out his mistake. Hence we are inclined to the opinion, if a workingman does not want to kill or wound a workingman for striking when oppressed, robbed and otherwise outraged, he will act wisely by keeping out of the state's standing army.

A very excellent resolution was adopted favoring "the taxing of church property." There never was a rational reason why church property should escape taxation. In hundreds of instances, the church building, after going through the mummery of dedication, an auction is held and the pews are sold out to those who have the money to purchase, and those who have not are permitted to take the paupers' bench and go to heaven as freight. Whatever may be regarded as prudent for such church buildings as have their doors

thrown wide open for all without charge, there should be agreement upon the proposition of taxing those buildings which sell their seats for cost, as do theaters and other buildings erected for amusement and profit.

After all, it occurs to our mind that the overmastering demand in these days is to so unify and solidify labor organizations, as to realize that when one of them is attacked by capitalist rogues, all are attacked. For until this is done the triumphs of labor will be few and far between, and defeats will be far more numerous than milestones on a turn-pike.

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RAILROADING in northern latitudes during the blizzard season becomes immensely expensive when compared with mild weather and normal conditions. It is said that during exceptionally cold weather "the efficiency of an engine has been estimated to be reduced from 30 to 40 per cent., while much more coal is required to produce the necessary power, adding largely to expense at the critical moments when fuel is difficult of access. As an instance of the incidental increase of work, may be cited the incessant trouble arising from frozen switches. Snow in melting fills the runways of the rods with water, which in again freezing to ice must be picked out laboriously by the constant labor of many men. When the immense expense of washouts and damaged bridges and road-beds is added to the innumerable lesser inconveniences demanding attention and skill, the cost of the cold to the railroads can hardly be estimated. Delays are, of course, unavoidable, entailing an accumulation of freight, which in turn disturbs general traffic at the very time when business is also diminished by a decrease in the number of passengers."

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ONE of the drawbacks to profits in California railroading is the high price of fuel. General Manager Wade, of the California Southern, furnishes the following suggestive comparisons: Cost per train mile for fuel on the California Southern, 24c; on the Atchison line in Kansas, 7c; on the Wabash in Illinois, 4c; cost of coal per ton, California Southern, \$7.75; Atchison in Kansas, \$1.58; Wabash in Illinois, 91.6c.



## CONTRIBUTED.

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### LANDLORDISM AND MONOPOLISTIC RENT.

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BY GEORGE C. WARD.

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I am in receipt of the splendid March number of our beloved MAGAZINE and find it indeed a thing of beauty—may it prove a joy forever.

I note that my esteemed friend, W. P. Borland, condescends once, more, to notice my peculiar economic theories, and returns to the attack with unabated zeal and renewed ardor. It is a pity that such exceptional talent and deep learning should be devoted to the hopeless task of denying a proposition which, in its correctness, is infallible.

Mr. Borland, in justice to me, should not try to quibble and endeavor to obscure the real issue between us. The basis of my proposition is this: Under the present system a tenant in paying rent to a landlord pays, included in such rent, any and all taxes which may be levied upon the land for which such rent is paid, although such taxes are ostensibly paid by the landlord. The present system of taxation of land values differs from the single tax, limited, only in degree and not in kind, such difference being that it is not the single (only) tax, other forms of property being also taxed. But if all revenues were raised by a tax upon land values only, and such revenues did not absorb the total volume of monopolistic rent, we should then have in force the system known as the single tax, limited. So soon as the tax was raised or increased to the point of taking as a tax the total volume or amount of rent, we should have the single tax unlimited, and no portion of rent would go to the enrichment of individuals, but it would simply go through the hands of landlords who held land by virtue of improvements, such landlords being merely tax collectors for the people or government. My proposition is this: Under such a system, the single tax, as is the case now with monopolistic rent, would be in the nature of an indirect tax, which would be paid by the whole people in proportion to their consumption of goods, wares, commodities and services. My correlative, or corollary, propositions are: 1st, That non-occupying landlordism is responsible for the absorption by individuals of monopolistic rent. 2d, That were use and occupancy the only valid claim or title to land, that in the case of lands occupied for income producing or profit making business, competition would entirely eliminate monopolistic rent, leaving only pure economic rent attend-

NOTE.—This article should have appeared in the April issue, instead of the one captioned *The Speculative Margin and the Natural Price of Land*, which was intended to be the second of the two in reply to Mr. Borland. By mistake, the second article appeared first.—ED. MAGAZINE.



ant upon relative advantage of business locations. These propositions I affirm and Mr. Borland denies. The elaboration of the discussion has introduced many apparently irrelevant issues, the discussion of which, however, may tend to a better understanding of the questions concerned.

Now, as to the so-called Gresham law, which Mr. Borland has so kindly elucidated with his simple illustration of the wheat and chaff, so admirably adapted to my obtuse intellect. Perhaps I should, instead of saying that the law itself was a fallacy, have said that fraudulent and fallacious was the gold-bug interpretation of the law, which holds that whereas, because from a denial of the equal right and privilege with gold, of free and unrestricted coinage into standard money of such quantity as may not be required for use in the arts silver has lost a good portion of its commercial value, that, therefore, silver is cheap and inferior money, which, even under a free coinage law would drive gold money out of circulation. In the course of a speech in the United States Senate, Senator John P. Jones, of Nevada, said concerning the Gresham law:

If a number of the gold or silver coins of any given denomination were deprived of part of their pure metal, and so made cheaper than the remainder, a successful circulation of the coins thus deprived would result in the melting up or exportation of the coins of standard weight. Writing of this, Mr. Jevons ("Money and the Mechanism of Exchange," American edition, page 84) says:

Gresham's remarks concerning the inability of good money to drive out bad only referred to moneys of one kind of metal. \* \* \* The people, as a general rule, do not reject the better, but pass from hand to hand indifferently the heavy and the light coins, because their only use for the coin is as a medium of exchange. It is those who are going to melt, export, hoard, or dissolve the coins of the realm, or convert them into jewelry and gold leaf, who carefully select for their purposes the new heavy coins—and avoid the light or abraded coins.

There is, however, a theorem which applies to all money, but which was recognized long before Gresham's time—although it has been erroneously called an "extension" of the law or theorem of Gresham.

That theorem is this: If, in any country, there are two forms of money, each of which is a full legal tender, and one of which can be obtained with less sacrifice than the other, the one requiring the least sacrifice will be the cheaper, and if the unit of that cheaper money will perform in every respect the same function in the payment of debts and settlement of all obligations that can be performed by the dearer money, then, for obvious reasons, the cheaper money will come into universal use, and the dearer money will disappear. But it does not follow that the cheaper money is bad money nor the dearer money good money.

The best money is always the money of the contract, that is to say a money whose dollar, whatever it may be made of, is equal in value to the dollar of the contract. If the money of the contract is the cheapest money, then that is the best money, that is the honest money, and that is the only tolerable money.

If that be the sort of "cheap" money that drives out the dear money, then manifestly the dear money is bad money.

There exists a base and vile conspiracy on the part of the money mongers and landlords of the United States and Europe to further degrade and debase silver and force this country onto the single gold standard, in the interests of the creditor class to the injury and

spoilation of the debtor class; the masses of the people. The unprecedented and inexplicable past and present outflow of gold is a part of this nefarious plot on the part of the money power, and the secretary of the United States Treasury is a party to the conspiracy, and proves himself the willing tool of the plutocracy, by refusing to use the option given him by the Sherman silver act, of redeeming the treasury notes of 1890 in silver coin and persisting in redeeming such notes in gold. The goldolators are just now straining every nerve and using every argument to prove that the heavy exports of gold are caused by the operation of the Gresham law, and it was this interpretation of the law to which I applied the term "fallacy."

Mr. Borland says:

What does the law say? Why, it says merely that "a superior and an inferior currency cannot circulate together; the inferior will drive out the superior." \* \* \* The law is indisputable, and Mr. Ward cannot produce a particle of evidence to show that it has been abrogated for a single instant, either in France or elsewhere."

If Mr. Borland uses this language from a goldbug standpoint, considering legal tender silver money as "inferior money," I emphatically say that *not* for a single instant, but for twenty years, the law has been abrogated in France, in which nation the ratio of silver to gold is 15½ to 1 against our ratio of 16 to 1.

The following table indicates the amount of bullion in the principal European banks upon dates named and the corresponding dates last year:

BANK OF ENGLAND.		
	Gold.	Silver.
December 8, 1892 . . . . .	£24,692,700	.....
December 10, 1891 . . . . .	23,881,405	.....
BANK OF FRANCE.		
December 8, 1892 . . . . .	£97,692,750	£51,038,747
December 10, 1891 . . . . .	53,599,000	50,222,000
BANK OF GERMANY.		
December 8, 1892 . . . . .	£32,844,000	£10,948,000
December 10, 1891 . . . . .	34,915,000	11,638,500
AUSTRIA-HUNGARY.		
December 8, 1892 . . . . .	£10,708,000	£16,840,000
December 10, 1891 . . . . .	5,464,000	16,679,000
NETHERLANDS.		
December 8, 1892 . . . . .	£3,168,000	£7,031,000
December 10, 1891 . . . . .	3,560,000	6,349,000
BELGIUM.		
December 8, 1892 . . . . .	£3,144,000	£1,572,000
December 10, 1891 . . . . .	2,767,333	1,383,667
SPAIN.		
December 8, 1892 . . . . .	£7,611,000	£5,149,000
December 10, 1891 . . . . .	6,139,000	3,686,000
Total last week . . . . .	£149,860,450	£92,578,747
Corresponding week 1891 . . . . .	130,326,238	89,985,167

N. B.—A pound is about \$4.80 in United States money.

The peculiar thing about the foregoing table is the fact that it shows that France, which nation has more than one-half of the silver in England and all Europe, has, nevertheless, managed to increase her holdings of gold by more than double the amount than has been accumulated during the year by England and the rest of Europe combined. Where is the Gresham law which holds that the cheap (silver) money must inevitably drive out the dear (gold) money? The gold bug interpretation of the Gresham law is a fallacy and a humbug.

Ex-President Harrison believes that the demand for gold for export is not only artificial, but that it is part of a scheme, international in its scope, having for its object the issue of bonds. When it becomes apparent that no bonds will be issued, his opinion is that heavy drafts upon the treasury gold will cease. I will remark, *en passant*, that the good roads agitation has for its ulterior aim the accomplishment of the same object.

Now for the discussion proper and Mr. Borland's arguments in rebuttal, to all of which, as I can understand, I will render an answer to the best of my ability.

It is noticeable that Mr. Borland, as much as possible, avoids valuable lands in cities, used for the absorption of wealth and tries to confine me to agricultural lands, used for the production of wealth. He waxes sarcastic and makes merry at my expense, because I contend that production and its relative cost has nothing to do with absorption and its relative profits. I am also, by his argument, convicted of the oversight of being too loose and careless in my definitions, not holding strictly to the difference between economic rent (produced by relative fertility in the country and relative location in the city) and monopolistic rent, the result of non-occupying landlordism. I concede the fact that there would yet remain a small degree of economic rent, were use and occupancy the only title to land, but contend most earnestly that monopolistic rent would entirely disappear.

In support of my correlative and corollary propositions I offered, in the February number of the MAGAZINE, the very likely and reasonable though suppositious case of twenty store rooms, all in one block, and, of course, each enjoying the same volume of business unless, indeed, there should be a slight advantage in being in the two corner locations. The readers of the MAGAZINE will remember that I put the rent of each store room at \$1,200 a year, and asserted that if the rooms were all occupied by tenants the natural price of the goods sold in the block each year was increased by just the sum of the annual rent, to-wit: \$24,000. I then stated that if one of the rooms was occupied by the owner of the land, or site, that the nineteen tenants protected such occupying landowner in the absorption of \$1,200 annual profits, above the profits he would receive were there no tenants in the block and no tenants anywhere else. Mr. Borland, taking up this illustration, does himself the injustice of endeavoring to confuse me and deceive his readers with a species of intellectual thimblereg game. He says:

If Mr. Ward had attended to my definition of "natural price," he would have saved himself the trouble of introducing that illustration of the store rooms. No, the \$24,000 paid as rent does not increase the price of the goods sold. Why not? Simply because rent is not a part of price. The merchant is enabled to pay a yearly rent of \$1,200 because of the volume of his business, not because the natural price of his goods is increased by the payment of rent. A location where 100,000 suits of clothes or pairs of shoes may be sold yearly is a better location than the one where but 1,000 of such things may be sold, supposing price in each instance to be the same, and the larger rent which attaches to the superior location is but the recognition of this self-evident truth; the demonstration is obvious.

And then contradicts himself and concedes my whole contention, while trying to hide the fact with a quibbling subterfuge. He continues:

Yes, the man who carries on business on his own premises has an income larger than the man who pays rent for his premises by just the amount of the rent, provided their business is of the same volume, and carried on at the same expense. But let the man who pays rent attempt to place himself on the same terms as to income as is the man who pays no rent by including his rent in the price of the goods sold by him, I am inclined to think he would soon discover his mistake.

Notice how adroitly he covers his retreat with the assumption that the natural price is that at which the nineteen tenants sell their goods and how he endeavors to convey the impression that their rent is not already included in the prices of their goods. How can a thing be taken out of that in which it is not contained? How can a man who carries on business on his own premises have an income larger, make a greater per cent. net profit than the man who pays rent for his premises, by just the amount of the rent, unless the rent is included in the price of the goods sold? Mr. Borland should take some of his own advice and learn what natural price is, before writing about it. I will affirm that the natural price in the block in issue, is such a price as will yield the man who occupies his own premises the same per cent. of net profit as is realized by those who pay rent. This may be economic heterodoxy. What if it is? The elucidations of economic laws, offered by political economists are not infallible. Henry George will concede this much concerning the views of Herbert Spencer. Were non-occupying landlordism abolished in the case of all land occupied for the purposes of trade, traffic and selling merchandise, the prices of all goods, wares and commodities would be at once reduced by just the amount now paid by tenant merchants to landlords and absorbed by merchants who occupied their own premises. Monopolistic rent would disappear, leaving only economic, or natural rent. More than this: private ownership of land would be virtually destroyed, because a man, upon removal, would have nothing of value to sell, except his improvements. This would be free land and natural trade in a state of freedom from artificial or monopolistic rent. The single tax proposes to substitute the government for the landlords and give us free (?) land upon the payment of monopolistic rent, such rent being included in the prices of all goods and commodities. Single taxers assert that the two prime factors in the production of wealth are land and labor. Now,



money (rent) charged for the use of land is neither land or labor and it is funny to find a single taxer claiming that there can be such a thing as a natural price, so long as rent paid for the use of land forms a component part of the cost of all wares sold for profit and all products produced for sale.

This communication is already too lengthy to admit of my discussing, within its limits, the questions concerning the speculative margin and the natural price of land, a consideration of which I must defer to a subsequent paper. I wish, however, to notice one more point Mr. Borland endeavors to make. He says:

Mr. Ward should not allow his mind to become confused by the terms "rent" and "landlord." He should try and think of them separately. The question is merely one of the incidents of the single tax. It does not turn upon the existence of landlords, either in their individual capacity or collectively. The question is just this: Should society decide to absorb all rent by taxation what would be the incidence of such a tax? Would it be (1), upon the persons paying such tax (direct tax), or (2), upon the whole body of consumers of products (indirect tax)? By saying that "an addition to rent would simply be an increase of the tax," Mr. Ward maintains the affirmative of the first question. To maintain the affirmative of the second question the assertion must be "an addition to rent would simply be an addition to the prices which consumers would be compelled to pay for all products.

That's about the size of it. It would simply be necessary to assert that as all monopolistic rent is included in the prices of all goods, commodities and products, therefore were all monopolistic rent taken as a tax, an addition to the tax would simply be an addition to the price which consumers would be compelled to pay for all goods, commodities and products. The reasons are obvious. Monopolistic rent, charged for the use of land, adds nothing whatever to the productive capacity of either land or labor, nor does it increase the value of trade. It must, therefore, increase the cost of production and raise the scale of mercantile prices or it must reduce the wages and profits of productive and distributive labor, or, to some extent, do both. Were land made free and the payment of monopolistic rent to landlords, and its absorption by occupying land owners cease, the gross price paid by consumers for the total volume of exchangeable commodities must necessarily be reduced by just the amount of monopolistic rent thus abolished, or else the wages and profits of productive and distributive labor must be increased by just such amount, or such amount may proportionately work out such results in both directions, so that prices might be somewhat reduced and wages and profits somewhat increased, those who now absorb the monopolistic rent losing the amount represented by such increase and reduction. In a natural state of freedom, wherein the prime factor in production—land, is free from the burden of monopolistic rent, the natural price of exchangeable commodities is fair wages to productive and distributive labor. Monopolistic rent robs and oppresses the people, either by increasing the price of exchangeable products or by reducing the wages of productive and distributive labor, or, to some extent, in both wages.

Mr. Borland should not allow his mind to become confused in the

effort to demonstrate that monopolistic rent could continue to exist in the absence of non-occupying landlordism. Natural rent, arising from differences in relative fertility and location might continue to exist, but it would be but as a drop of water, compared with the ocean of tribute now exacted from labor by land monopolists.

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## A WORKINGMAN'S CONGRESS?—YES.

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BY NATHANIEL R. PIPER.

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In the advance sheets sent me of the *LOCOMOTIVE FIREMEN'S MAGAZINE*, I read with extreme pleasure the proposition of the alert editor to discuss the propriety of a workingman's congress.

Being, as the spiritualist would say, *en rapport* with him, I hasten to acknowledge my approval of such a move, and to testify of my confidence in the value that must of necessity result in such a convention, to every man who has enlisted himself in labor's cause.

Like Bro. Debs, I appreciate the worth of our organizations as now constituted; but time has proven their insufficiency in dealing with many of the most burning questions that labor must have a voice in settling, or forever suffer for their silence.

Let us have a labor congress that shall be to all classes of laborers what the Pan-American congress was to the republics of the North American continent—a place to cultivate reciprocity. Let the producer as well as the consumer come in, for no great work will be accomplished if these two great classes are alienated.

The plutocratic press has always busied itself in teaching that there were natural barriers between these two classes. But I have had repeated evidence—and not merely a preponderance of it, but evidence beyond a doubt—that our neighborhood, our interests, are more closely identified than are the interests of the United States and any sister republic. Indeed, I have no hesitation in saying that the interests of producer and consumer are as closely united as are the separate interests of the several states of our national union. And when men representing the two great interests meet upon the same platform, the truth, as I have stated it, is always made apparent.

I do not understand the very able editor in his remarks to include the producer, or, more strictly speaking, the agriculturist. Yet I am sure that any movement that leaves him out will be in some sense disappointing. I need hardly say that I have rather enlarged views of what might be accomplished by the wage earners alone, but surely no sufficient reason can be given for ignoring the agriculturist, whose interests are as nearly parallel with the wage earner as are the inter-

ests of any two classes of wage earners who serve in different departments.

Let it be understood in the call for such congress, that the delegates representing the various industrial classes will be called to pass upon all the leading questions of the day that affect industrial interests. The plan of work pursued by the Pan-American congress would, perhaps, be as favorable for forwarding the work in hand, and at the same time would as thoroughly consider the details, as any that could be adopted.

One great and far reaching good is sure to result from such a congress—the question of whether or not laborers' interests clash, will be forever settled; and with that settled, the way is open for any needed movement to succeed. How easy then would be a triumph at the ballot-box. That great privilege (of voting) is not, was not by the fathers designed merely to foist into power some party whose name we have been taught to adore, but was expected by the founders of this commonwealth to be used as a means of endorsing our own interests upon every state and national question.

The results of the deliberations of a properly constituted workingman's congress would be equivalent to a platform of political principles that should and no doubt would meet the approval of every man who labors.

The sovereignty of the people is a farce unless the people can be heard and can dictate their own policies. Our government is unquestionably too far removed from the people. The Senate is made up of men who are in no far-reaching sense the choice of the people. The House of Representatives is thirteen months distant, which makes it scarcely more a representative body. We elect a representative who we know to be in sympathy with the demands of the people this year; next year new demands grow out of changed conditions, and perhaps our representative may be opposed to them; yet he is just now ready to take his seat. Another year and we must elect again, but we find our member not in sympathy with present demands, hence we nominate another. This is an intimation to him that we do not endorse his views. How now will he in all probability vote, seeing that he has been laid on the shelf?

Then comes in the veto power of a president who may or may not be a man of the people's choice.

The cabinet, who are the president's advisors, are seldom or never chosen from the popular house, but from the senate, or because they with the president have been guilty of forming cabals.

Now, under this regimen, start a bill in favor of labor; watch it in the hands of representatives that know themselves to be laid on the shelf; see it suffer from a filibuster, then to a senate that cares nothing for the people. Should it run the gauntlet here, it become a question for the consideration of a cabinet of non-representative men. Is it any wonder a bill looking to the interests of labor is universally strangled?

By all means let labor be heard, and heard upon every question that affects their interests. Tally one in favor of a "Workingman's Congress."



## WHO IS FAIR, AND WHO IS HAPPY?

BY JOHN S. MOSS.

After reading J. Hampton Moore's article in the January MAGAZINE it occurred to me that he, after the manner of the great Depew, was trying to please only those who think as he does, as he gives us his idea of fairness, and then wishes us to be fair and be happy. He objects to the laboring class drawing the line between themselves and the rest of American society. No person will dispute the right of any other person to become wealthy, providing he does so honestly. Can any one claim that all tramps are vicious? At least one-half of our American tramps are good, honest men, thrown out of work through the greed of such men as Carnegie, Frick, and Vanderbilt. How are these tramps to strive for their own success when they are confronted at every turn with a black list?

I cannot agree in ascribing our unhappiness to the fact of others having better success. It is not common for one man to complain of another's advancement, providing the advancement is the result of merit and not favoritism. All honest men will agree that the man in the counting room is a laborer, but the idea of his working from morning until night is not exactly correct; we find that from six to eight hours per day are about the average hours of work for these laborers and why not so with us? Gould was, no doubt, the friend of the railway employes; it is the breed of stock gamblers who are execrating his memory. As for Carnegie, what has he done to be compared with Gould? Has not Carnegie stood quietly by while his manager turned out honest men and their families, causing small children to suffer, and then tried to excuse his inaction by telling the people that he is so situated that he could not prevent the trouble at Homestead? What good has Carnegie done? Is it doing good to be connected with such treachery as has been, and is still being carried on at Homestead? Can it be supposed that we would never have had such steel works as those at Homestead, had Carnegie never been born?

It is impossible to entertain any such idea. Demand would have caused some other person to start these works, supposing Carnegie did not exist. Very few persons ever think that the rich man's life is all sunshine; but, does the poor man have any more happiness than others? The picture of the honest workingman in his home, with a safe amount put away for a rainy day, looks nice, but what has he to insure him that his investment is any safer than his rich friend's is? The rich man's home is certainly as pleasant as the poor man's, then what else has he to fear, if not the loss of wealth? Mr. Moore says he would lay a wager that one thousand firemen could easily be picked out who are happier than Gould ever was. I cannot believe but, with all Gould's worry, he was happier than the average fireman. Imagine a man, having a loving family, called

away from them to go out on his engine. Can such a man be perfectly happy? It matter not how brave he may be he is still haunted by a constant dread that he may be brought home on a stretcher, and he cannot be happy when he thinks of the agony such an event would bring to the loved ones whom he has kissed good bye before going out. Can such a man be more happy than Gould was? Mr Moore speaks of Carnegie's daily work in connection with his great contracts, in contrast with the happy fireman in his home. Why not picture the unhappy Carnegie on a stage coach, going to his Highland Castle, and the contented fireman trying to extricate himself from a burning wreck. Then ask that one out of a thousand to exchange places with Carnegie, and see what answer you would get. What would be thought of the honest fireman—I call them honest, since from Mr. Moore's article I conclude there are no others—should they notify a company that their expenses were so large that they must have the company reduce their dividends in order to pay more wages; then upon the company refusing to do this, the firemen to call out the state troops to shoot them down? This is usually the way Carnegie and some other do when their employes refuse to have their dividends reduced. Then it is a question of might, not right. It matters not whether our wives and children get meat with their bread or not, so long as our employers get their castles and yachts. I would say act honestly your part, not well, as a man may act well yet not honest.

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## SHORT STUDIES IN POLITICAL ECONOMY.

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BY WILFRED P. BORLAND.

No. 5.

All of our modern ideas concerning property have been derived from Roman law. The perceptions of all primitive societies have been to lead them to recognize the right of individual property in articles of wealth while insisting upon the common rights to land. The researches of Laveleye, Maine, Lafargue and other anthropologists prove this beyond a doubt. The Roman principle of law which is taken to justify the right of private property in land, is that of occupation, or occupancy. This was considered, by the Roman lawyers, as one of the natural modes of acquiring property.

"Occupancy is the advisedly taking possession of that which at the moment is the property of no man, with the view (adds the technical definition) of acquiring property in it for yourself. The objects which the Roman lawyers called *res nullius*—things which have not or have never had an owner—can only be ascertained by enumerat-

ing them. Among things which *never had* an owner are wild animals, fishes, wild fowl, jewels disinterred for the first time, and land newly discovered or never before cultivated. Among things which *have not* an owner are moveables which have been abandoned, lands which have been deserted, and (an anomalous but most formidable item) the property of an enemy. In all these objects the full rights of dominion were acquired by the occupant who first took possession of them with the intention of keeping them as his own—an intention which, in certain cases, had to be manifested by specific acts. It is not difficult, I think, to understand the universality which caused the practice of occupancy to be placed by one generation of Roman lawyers in the law common to all nations, and the simplicity which occasioned its being attributed by another to the law of nature. But for its fortunes in modern legal history we are less prepared by *a priori* considerations. The Roman principle of occupancy, and the rules into which the juriconsults expanded it, are the source of all modern international law on the subject of capture in war and of the acquisition of sovereign rights in newly discovered countries. They have also supplied a theory of the origin of property, which is at once the popular theory, and the theory which, in one form or another, is acquiesced in by the great majority of speculative jurists." Sir H. S. Maine, "Ancient Law."

We have ample evidence, from the records of primitive societies, notably of the Villiage Communities of India, that this principle of occupancy was not recognized as one of the natural methods of acquiring property, but was rather the outgrowth of a refined jurisprudence and a settled condition of the law. The Villiage Communities spoken of are of immense antiquity, and existed, as organized societies, at a period long anterior to the dawn of authentic Roman history. But we are principally concerned with this principle of occupancy as being the acknowledged source of our own ideas of property, and we may derive some instruction from noting the effects of the application of the principle upon the agrarian condition of the Romans.

"At the bottom of all the civil dissensions which now (B. C. 493) distracted the state of Rome lay *the question of land*. The territory of the commonwealth was limited. The land had been acquired by conquest. Since, from the early days, the patricians had virtually constituted the state they claimed and exercised the right of dividing all the conquered lands among themselves. As the plebeians grew to be an important element in the political society of Rome they began to claim their right to share in the distribution of new lands, to the conquest of which they had contributed as much as the patricians. But this claim was disallowed by the ruling classes.

"After the expulsion of Tarquin, the Patres relented to the extent of conceding certain lands to the plebeians on the same terms as those under which their own estates were occupied; namely, the payment to the government of one-tenth of the income. Subsequently still larger distributions of conquered territories were made to the plebeians, but always with such restrictions and discriminations as tended

to engender discontent. Cultivation was made a condition of the gift, and the poor peasant, whose resources consisted of cattle and sheep, was only mocked by the offer of what he could not possess. The principle of debt, too, with the usurious rates of interest which were charged, tendered constantly and powerfully to throw all of the lands into the hands of the nobles, and to reduce the plebeians to the level of serfs. The Roman commons became day laborers on the estates of those who were their masters in all but the name. For this state of affairs there was no remedy except to strike at the root of the system, and change the principle which had hitherto governed the distribution of the public lands. The partial concession which had been made had thus far affected only the wealthier plebeians, and this to the suffering poor had been an injury rather than a benefit; for the more powerful of their own class were thus drawn over to the patricians, who persisted in claiming the full right of disposing of the *ager Romanus* as they would. It was in this emergency that Spurius Cassius, a patrician of noble birth, came into the *comitia centuriata*, and proposed the first agrarian law. He was himself a man of great influence in the state, having twice held the office of consul. He had conducted two successful wars, the first with the Latins, and the second with the Hernicians. Both of the conflicts had been concluded with treaties favorable to Rome, whereby considerable accessions had been made to the public domain. Cassius now proposed in the assembly that the newly acquired lands, instead of being offered for occupation on the old conditions, should be freely distributed to the plebeians and subject Latin population. His proposition went so far as to reclaim—in case the new lands should prove insufficient in quantity—certain parts of the public domain previously distributed to the rich. This radical movement on the part of Cassius awakened the most violent opposition. The patricians were greatly embittered; and the wealthy plebeians selfishly added their influence to the opposition. The patricians claimed that Cassius was violating the Roman constitution by proposing in the *comitia* a measure which could only lawfully be discussed by the senate; and that the measure itself was against the common right of property, since it touched the redistribution of lands already acquired. Even the plebeians were dissatisfied with the proposition made by their friend, since it included the Latins with themselves in the new assignment of real property. Nevertheless the measure was adopted by the *comitia*, and the patricians contented themselves with preventing the execution of the law. At the expiration of his consulship, Cassius was charged before the senate with aspiring to kingly power, and after a trial was condemned to death. With the fall of the people's friend the patricians became more haughty and severe than ever." Ridpath, "Cyclopedia of Universal History."

We will continue this subject in our next.

## A REJOINDER ON GOVERNMENT OWNERSHIP.

BY CYRUS FIELD WILLARD.

Either Mr. James L. Edwards, who has an article in the March number, is incapable of understanding the English language or he has not read the article he presumes to criticise. All his objections are answered beforehand, and I am surprised that anyone, after reading it, should then presume to state these objections, were it not for the thought that is forced on my mind, that the article is simply written for the purpose of displaying the author's familiarity with figures. It is a very easy matter to introduce a barrelful of figures into an article, especially as was done in Mr. Edwards's article, "Shall the people own the railroads?" which figures prove nothing.

Although I am a member of the American Statistical Association, (and we are told that statisticians are proverbially prone to juggle with figures), I purposely abstain from using any figures whatever, because the question of mileage and valuation has nothing to do with principles. I trust that Mr. Edwards is possessed of sufficient power of analysis to understand this last statement.

Mr. Edwards says, "Mr. Willard asks, 'Shall the people own the railroads or what?' I suppose, 'Or not.'" This is a supposition which is unwarranted if he has read the article which he criticises. The "or" in the title was explained later, "or shall the railroads own the people." He goes on to say, "I suppose Mr. Willard's idea is, that the people should purchase them." Another supposition: why does he not read the article he criticises?

There are two ways of acquiring them by the people; one by purchase, and the other by confiscation or rather expropriation.

He says if the people, *i. e.*, the government, should propose to buy the railroad, the question arises, "How is the money to be raised with which to pay for it?" As was expressly stated in my article, there is no need of money. It is simply the question of exchange of government bonds for the bonds now held by the individual bond holders of the railroad. It is not the question of issuing bonds and selling them in order to raise money. It is the same question of the exchange and convertibility of six per cent. bonds into four per cent. bonds.

I would like to ask Mr. Edwards if government bonds are not as good security as any railroad bonds, and also whether there are any railroad bonds whose rate of interest is as low as government bonds?

The question at issue in the whole matter is stated in the title of the article, "Shall the people own the railroads or shall the railroads own the people?" The railroads have the right to tax the people to-day, to the amount of the gross earnings, or \$1,096,761,395. A princely revenue! Yes! beyond princely. The question as stated again is one of principle. Have not the people the right, and, in fact, obligation to assume to themselves the power of raising this taxation?



Let Mr. Edwards, who seems to be so fond of figures, consider these facts. The total capitalization of railroads in the United States is \$9,829,475,085, or about \$61,000 per mile; the net earnings are \$364,873,502, equal to a little over  $3\frac{7}{10}$  per cent. on the capitalization, watered stock and all; the outstanding indebtedness of railroad corporations in 1890 was over eight and one-half billion dollars,—to be more exact, \$8,318,716,000. If we consider that one-half of the capitalization given above represents watered stock, (and this is a fair estimate), we find that the capitalization less the watered stock is about six and one-half billion dollars, or two billion dollars less than the outstanding indebtedness. Does it not seem plain to him that the railroads have not only been built on borrowed capital, but that several million dollars additional have been borrowed? It is safe to assert that the railroads of this country have been built on capital borrowed by corporations that own them, and that about one billion dollars will represent the capital supplied by the corporations and those who control them. This is shown by the fact that of the outstanding indebtedness in 1890 only one billion one hundred and fifty-one million dollars was in the hands of the corporations and those who control them.

Now, when Mr. Edwards has digested these figures, perhaps he will come to the conclusion that government bonds would be a much more valuable and safer security than railroad bonds, and that the people who own the railroad bonds would make the same jam and rush about the sub-treasury department to exchange them for government bonds, as was the case when the  $4\frac{1}{2}$  government bonds were converted into 4 per cents.

He says that the only way that the people could own the railroads would be to confiscate them, order out the army and take possession of them. This is sheer rot and nonsense. Does Mr. Edwards forget that the only way that railroads can be built is by assuming that right of the state, the right of eminent domain, by which they take the power of the government and the government passes into partnership so far as to compel private individuals to sell out their land for the roadbed and terminals.

It is a very "jug-handled" partnership, however, because the private individuals comprising the corporation are the only ones who get any benefit pecuniarily. Now it is time for the government of the people to exercise the right of eminent domain for themselves and for their own benefit, and to assume control of the railroads under the same right that brought them into existence. When the railroads confiscated land by the right of eminent domain, there "was no violation of the constitution, the republic did not disappear and an odious autocracy did not take its place."

Yes, there were 784,285 men employed on all the railroads in this country in 1891; quite a standing army.

Let Mr. Edwards take into consideration the facts in the Kansas Legislature, when the Governor of the State called for troops to enforce his decision, which, whether it was legitimate or not, I am not prepared to discuss at the present time. When the Governor of the

state called for troops, was it not significant and startling that those in possession should call upon one of the biggest railroad corporations in the country to turn out its employees as an army in contradiction to the regular militia force of this state?

Mr. Edwards seems to think that the financiers of the world would stand aghast. I think and hope so, because one of their best methods of fleecing the public without the people knowing it, would be taken away from them.

He thinks that the locomotive firemen would not favor the scheme by which the government would be burdened with a debt of \$10,646,192, and an annual interest debt of \$425,847,680, for the great and blessed privilege of working for the government.

Let me ask him if this debt does not exist now, and whether or not the interest, debt and much more is not paid by the people of these United States? It is for the purpose of reducing this debt and the annual interest "steal," that the proposition that the people should own the railroad is advanced and also for the purpose of securing the eight-hour day, increased wages, and better conditions generally for the locomotive firemen.

Mr. Edwards misquotes me, when he refers to my view of government. He does not know my view of government, because I have not stated it. I stated that the railroads and their earnings controlled in private hands were responsible for the shameless debauchery of the state and municipal governments. Were the control of these princely revenues taken from the private hands which now control them, it would be impossible to use it for the purpose of corrupting state and municipal governments.

Can he understand this plain statement? As a matter of fact, if Mr. Edwards is sufficiently interested in the subject to go into it seriously, as he has not done as yet, I would refer him to the Australian system of government railroads, which has demonstrated my theory.

Fact is better than theory every time, and let him turn to those states where the railroad service is controlled by the state, and he will find the best service for the public. The fastest train in the world is between Berlin and Hamburg, and the German system of railroads, so far as the outside public is concerned, is probably better and more economically managed than the same length of railroad anywhere in the world.

The condition of the railroad employes is not as good as it would be in America with government ownership of railroads, because there an aristocracy of caste and tradition prevails.

I think Mr. Edwards' paper is about as shameless an exhibition of either ignorance of the matter to be criticised, or perversion of the facts, as one could expect to see from that side of the case, and that is saying much.

No one is more opposed to paternalism in government than I. But I would rather have the government of those whom I have a voice in selecting, such as congressmen, than the private autocracy of the governors of the Reading Railroad system, which compels a man to



shave off his moustache and levies tribute upon defenseless firms and business men of this country.

Taxation without representation was the cause of a great rebellion in this country. The same principle is involved in the private ownership of railroads. They tax us all, fixing, (as they themselves term it) "the tariff," not McKinleyized, for passengers and freight, and we have no voice in such fixing; simply the alternative of submitting or walking being presented.

I would have, as I have suggested in my article, the railroad service governed by the railroad employes themselves when once owned by the government. I can only outline the plan, and that is, that the employes of the road, formed as a complete federation, should select proper officers to be at the head of the big system, and it seems to me that no one is better qualified to judge as to the merit of those who are to rule over them than the ones who meet them every day, in shop and train service. This does not affect the principle. The principle, as I have stated before, is the one of taxation without representation, and the assumption by the people of this right of taxation which they have heretofore delegated to the railroads.

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## THE COMING CIVILIZATION.

BY JOSÉ GROS.

No. 5.

(Concluded.)

The idea we have suggested in our previous article, of direct legislation by the people, sounds, at first sight, as the wild dream of a diseased imagination. And so it is, if we pre-suppose that the normal life of nations requires hundreds of laws every year. Can we prove that to be the case? If so, our nation should have long ago been in clover, a joy forever; because not only hundreds but thousands of laws are annually concocted by our national and state legislative bodies, all along, year in, year out.

I wonder if my dear readers have ever stopped to think about the causes to which we owe the real or apparent need of so many new laws every year. The reason is simple enough. Human legislation has never rested on any fixed principles, much less has it assumed the need of any fixed scientific order in national or social development. It has never even conceived the ideas of natural law and natural rights, of ethics to be respected among men, or anything like it. The actual theory of all governments has forever been how to get along, after a fashion, through the influence of the powerful at

the expense of the weak, in so far as to keep the latter quiet with as few surface rights as possible. The conception of certain universal fundamental rights, applicable to all men, and all classes, and all industries—that may have been embodied in a few high sounding sentences; but that has never been realized in actual facts. Favoritisms or privileges to certain men, to certain classes, to certain industries—that has been the real presiding thought of all governments and all legislation. Hence the multiplicity of human laws. Hence the organized anarchy of what we have been calling *progress*.

I can not really see how we can permanently change that form of progress unless we reverse the processes that underlie and feed the very developments we are forced to deplore of general anarchy and injustice in all directions. Hence the need of having legislation always and forever radiating from a few fixed principles, the fewer the better, representing universal justice, appealing to the plain sense of all men, easily apprehended by all men, aiming to the realization of all healthy, natural aspirations, never to the fancies of any set of men. And that is all there is about it.

The question is now as follows: Can we expect any such simplicity in legislation from any legislative body apart from the grand totality of the people, apart from at least a majority of those who produce all wealth and are always the victims of vicious legislation? History answers most emphatically—*you can not*.

When we study the general developments of all parliamentary systems, we discover a law just as immutable as that of gravitation, or chemical affinity, and that law is as follows: Place any set of men by themselves, give them the power to pretty nearly do what they like with the wealth of the social compact through any methods of taxation and monetary systems that human fancy may suggest, and that set of men shall use those two instrumentalities to enrich themselves and somebody else at the expense of 90 or 95 % of the race. That has been the invariable result of legislation through what we call legislative bodies in opposition to that from any monarch with a small council of his or from himself alone.

We are now forced to state that the so-called popular legislative bodies have, if anything, done worse for the people than the majority of despotic monarchs. Take as an instance, the fact that the plain people of England had 13,000,000 acres of land, as commons, under absolute monarchy, where they could pasture their stock, obtain their fuel, &c. Well, parliament has taken that away from the plain people of England in the course of a few centuries. And it is through our legislative bodies that we have managed to give away to the few, in about 100 years, the patrimony of immense unborn generations, besides that of the present and past ones, at least to a great extent.

Look, now, at the elements which constitute over 99 % of all legislation every year in all modern nations. You will see that it is all about how to fix methods of taxation; how to distribute the tax fund; how to intensify the monopolistic elements of all banking and monetary systems; how to create corporations with the power

to tax the masses under false pretenses of public good; how to extend privileges to such and such men and thus give them some advantages over the rest; how to create inequalities; how to transgress the law of universal justice. That is what gives occupation to legislative bodies. Suppress that element of selfishness and injustice in human laws, and the social organism would need mighty few laws.

Suppose, for a moment, a nation in which the system of taxation is fixed, for a number of years, as one of the basis of the social compact, fixed because resting on fixed wealth, wealth that cannot be hidden, wealth lying out doors, and therefore easily estimated, the fundamental conception of such a system being that of protecting public rights, and so preventing any manipulation of natural elements, land, etc.

Suppose, again, a monetary system also fixed, for a number of years, as another basic element in the social organism, fixed because of its volume resting on a certain relation with that fixed wealth we have spoken of, or, if you like, resting on a certain relation with the annual taxing power of the whole nation. That implies a monetary system based on direct government notes, excluding all banking privileges and all financial schemes tending to favoritisms in any form, to any group of men, large or small, and so respecting the equal rights of all.

Now, let us see about the distribution of the tax fund which would have to take place every year or two. Even that should be controlled by certain approximately fixed relations taught by experience, and grouped in three grand departments, viz: Administration, Defense, Improvements. All government expenses must necessarily belong to one of those three departments. A slight change in the proportions of the tax fund for each department is all that would have to be decided upon by the people, every year or two according to social developments, for the nation and locality.

The preceding three paragraphs involve the *essentials* in the science of government. The rest would follow as a matter of course. And mighty little else would have to be done in the realm of legislation if the three above items were done in accordance with principles of plain, simple ethics, honesty, justice and moral law.

Let us now descend to the rudiments of the political structure through which the above conceptions could be carried out.

1st. Only two political parties should, at any one time, be clothed with the legislative franchise for annual or biennial elections, when bills should be presented for the people to vote upon, on a fixed day, apart from any election for officers.

2d. Not over five political parties, including the two above ones should have the power to propose or present candidates for the principal executive officers in the nation, state and township.

3d. Legislative elections to be at least six months apart from that for executive officers, thus eliminating from politics the personal equation, as much as possible, in relation to legislative developments.

4th. The two partisan club leagues of the two parties mentioned

in section No. 1 in the ten townships with the most population in each county could propose one legislative act, embodied in not over 75 words, on each of the three grand legislative departments, viz: Taxation and its distribution; industrial improvements; civil and political improvements.

5th. A party county convention of all the club presidents in the county should, by a majority vote, choose one of the ten above bills of each department, if as many, and elect one member for the state convention.

6th. The state convention should go through the somewhat troublesome but not difficult process of mustering a majority, or at least a plurality, for one bill of each department among the bills of county conventions. The job could be simplified by classifying the counties in three groups, according to importance in population, and giving a certain due preference to the bills presented by the five or ten counties with greater population. We know that the evils of wrong legislation become most fatal as population groups itself in most compact centers or larger average densities.

7th. The national convention, with but one member from each state, could easily muster a majority vote for one bill of each of the three departments, out of the three groups of state convention bills, if as many as three.

8th. The three bills chosen by each national convention would form the party platform, the people to choose one of each in the three departments, from the two sets of the two parties, or less than the three, or to negative them all, always by a majority vote, so that politicians could never trifle with the people, each voter to choose but one bill of each department, as a matter of course. And there you have direct legislation.

9th. Any of the two parties, or both, having all bills negatived by popular vote for three successive elections should lose the legislative franchise, and the one or the two out of three other parties, with the greater number of votes in the previous election for executive officers would take the legislative franchise to prevent all partisan monopoly.

10th. The national convention could extend the bills from the seventy-five words mentioned, as a maximum, in section 4th, up to 500 words, if necessary, provided the essence should not be altered in the least.

11th. All public halls or the like in each town and city to be opened each Wednesday and Saturday, free to the people and all political parties, in turn, for the full discussion of all public affairs. That would enable each party league of clubs to exist without any individual expenses, and thus promote public spirit, without which political freedom is a farce.

We respectfully submit the above eleven sections to the consideration of thinking men, as mere suggestions, no doubt susceptible of great improvement, and as the rudiments through which direct popular legislation could be accomplished.

We are willing to grant that no great finality is apt to be reached but through many steps, because most men are always afraid of any rapid advance.

What we do desire to emphasize is that if we have a grand sound finality in view our advance can be more rapid and far more beneficent in general results to the whole human family.

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## SACRIFICING IMPROVEMENTS.

BY B. C. STICKNEY.

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In the March number of the Locomotive Firemen's MAGAZINE the contention is made by Mr. W. H. Stuart that when once a land owner has placed an improvement on his land, it is unjust for the public at any time thereafter to increase his taxes, no matter how greatly the land might increase in value, inasmuch as such increase of taxation would compel the land-owner to sacrifice his improvements.

If this idea of justice should ever come to prevail, a speculator might secure a few vacant acres in or near a new town, and on each acre erect a dog kennel or a mudhut. Then, with the growth of the town into a city, there would arise the necessity for water works, fire department, paved streets, public schools, public buildings, sewers, etc. The growth of the town would also increase the value of all the land on which it stood, including the speculator's acres. The city might extend until his lots would be among the most desirable for business or dwelling purposes. But he would not be called upon to pay any greater amount in taxes than when his lots were valueless, inasmuch as it would be unjust to raise his taxes and compel him to sacrifice his dog kennels and mud huts. The industrious portion of the community would bear the cost of the public works aforementioned, and when these were all completed and paid for, the speculator could remove his mud huts and dog kennels, and erect on his land dwellings and business blocks, and enjoy as fully as other people the advantages of the paved streets, water works, sewerage system, fire department and other public works, without having been obliged to contribute anything worth mentioning toward the cost thereof.

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## SINGLE TAX FALLACIES.

BY W. H. STUART.

No. 4.

Is interest just?

What is interest and how does it arise?

Interest is defined as an income obtained without work and without risk. It is in this sense that Henry George uses the term, for he is careful in his definition to exclude risk and wages of superintendence.

There are two principal theories upon which interest is defined. The first is known as the "abstinence" theory; that is to say, wealth once produced can be used either for present consumption, or it can be used as capital—that is; to produce more wealth. The owner of wealth who devotes it to the latter purpose deserves a compensation for his abstinence from using it, and interest is this compensation. But a little reflection will show that while abstinence will account for capital, it will not account for interest *per se*. Abstinence will account for the owner having, say \$1,000 to loan, but it does not account for that sum growing to \$1,100 in a year's time. Abstinence may account for the ability of a certain millionaire to have been at one time the owner of a patent mouse trap, but it will hardly account for his possession of \$100,000,000 at his death. The impossibility of eating one's cake and still having it is universally admitted, but the taking of interest violates this supposed inevitable law. As for instance, when a man loans \$50,000 at 5 per cent. for twenty years, he receives the amount in twenty equal payments, and yet, the original amount remains intact. In this case, providing the amount loaned is his capital, he can, as the reward of his abstinence, continue to eat his cake and still have it; and his heirs can continue the process forever.

The other theory is, that capital is an independent factor in production, that is to say; that when wealth is put into the active form of capital—of which machinery may be taken as a type—wealth may be indefinitely increased. The difference between the value and amount of wealth when produced alone by labor, and when assisted by capital, is due the latter, therefore, interest is the "wages" of capital. Bastiat's well known illustration of the plane is an example of this kind of reasoning: James, a carpenter, at the expense of ten days of labor, makes a plane which will last for a year. William, another carpenter, offers to borrow the plane for a year and agrees to return at the end of the year, when the plane will be worn out, an equally good one. James objects to loaning the plane on these conditions, urging that he will lose the use of the plane for the balance of the year. William admits the justice of the objection and agrees to return at the end of the year not only a new plane but a plank in addition as interest. This agreement is carried out to the mutual

satisfaction: "William obtains the power which exists in the tool to increase the production of labor and is no worse off than if he had not borrowed the plane; while James obtains no more than he would had he retained the plane instead of loaning it."

George, in quoting this nursery tale of the facetious Frenchman is moved to remark: "And I am inclined to think that if all wealth consisted of such things as planes, and all production was such as that of carpenters—that is to say, if wealth consisted of the inert matter of the universe, and production, of working up this inert matter into different shapes, that interest would be but the robbery of industry and could not long exist."

"But," says George, and here follows his peculiar and original justification of interest: "But all wealth is not in the nature of planes, or planks, or money, nor is all production merely the turning into other forms of the inert matter of the universe. It is true if I put away money it will not increase. But suppose, instead, I put away wine. At the end of the year I will have an increased value, for the wine will be improved in quality. Or suppose, in a country adapted to them, I set out bees; at the end of the year I will have more swarms of bees and the honey they have made. Or supposing where there is a range I turn out sheep, or hogs, or cattle, at the end of the year, I will, upon the average, also have an increase. Now what gives the increase in these cases is something which, though it generally requires labor to utilize it, is yet distinct and separable from labor, the active power of nature; the principle of growth, of reproduction, which everywhere characterizes all the forms of the mysterious thing or condition that we call life. And it seems to me that this is the cause of interest, or the increase of capital over and above that due to labor. And so, in every circle of exchange, the power of increase which the reproductive or vital forces of nature gives to some species of capital, must average with all; and he who lends or uses in exchange, money, or planes, or bricks, or clothing, is not deprived of the power to obtain an increase any more than if he had put to a productive use so much capital in a form capable of increase."

"In such forms of production as consists merely in changing the form or place of matter, as planing boards or mining coal, labor alone, is the efficient cause—when labor stops, production stops. When the carpenter drops the plane as the sun sets, the increase of value which he with his plane is producing ceases until he begins his labor on the following morning. When the factory bell rings for closing, when the mines are shut down, production rests until the work is resumed; the intervening time, as far as production is concerned, may as well be blotted out. The lapse of time, the change of seasons is no element in the production that depends solely on the amount of labor expended. But in other modes of production which avail themselves of the reproductive forces of nature, time is an element. The seed in the ground germinates and grows while the farmer sleeps or ploughs his field."

George's theory and defense of interest therefore, is based on the



reproductive forces of nature, and the element of time, giving a value to capital—owing to equalization of advantages—quite distinct and separable from labor.

Böhm-Bawerk in his criticism of George's theory (*Capital and Interest*, pp. 413 *et seq.*) points out that; "The separation of production into two groups, in one of which the vital forces of nature form a distinct element in addition to labor, which in the other does not, is entirely untenable. George here repeats in a somewhat altered form the old mistake of the physiocrats, who would not allow that nature co-operates in the work of production, except in the single branch of agriculture. The natural sciences have long ago told us that the co-operation of nature is universal. All our production rests on the fact that by the application of natural forces we put imperishable matter into useful forms. Whether the natural power of which we avail ourselves in this be vegetative, or inorganic, mechanical or chemical, makes no difference whatever in the relation in which natural power stands to our labor." And he asks: "Can we not fasten the plane into an automatic machine, and get it driven by the force of a stream; and will not the plane continue the production even when the carpenter sleeps? What more does nature do in the growing of grain?"

It is also pointed out that the increase of ten grains of wheat from one, and of the calf from the cow, as being the result of forces separable and distinct from labor, is not so self evident as George appears to think. It is not so certain that one grain of wheat, plus the labor expended, is not the equal of the ten grains; or that the calf plus the fodder which it has consumed during its growth, and plus the labor which its raising demanded are not equal to the grown cow. In the case of the wine that has improved with time, it is certain that the values are anticipatory, values for future use. "But if we ascribe to it here and now a value corresponding to that future use there remains no room for an increase of value, and for interest." Nor can "time" which George claims as an indispensable element in the increase in the value of the wine become a monopoly for which interest may be claimed. As those "reproductive forces" are accessible to all, and as long as this form of production yielded a profit over other forms of production would not competition for these advantages inevitably tend to the average returns of labor from working up the inert matter of the universe. Indeed I fear it would be hard to convince the mortgage ridden American farmer of the justice of interest because of the exclusive advantage he possesses in the ability to call to his aid the "element of time," and the "reproductive forces of nature."

The reproductive forces of nature as a factor in the production of wealth as against interest at 5 per cent. is nowhere, as the following example will show. Had the widow who offered her humble mite in the synagogue 1900 years ago, placed it at interest at 5 per cent. compounded yearly, the "just return" to her capital for "aiding production," would now amount to, well, figures will hardly express it; but it would require a solid sphere of gold the size of the earth to pay

the interest for this year. Or suppose, Queen Isabella of Spain, when she pawned her jewels to purchase the three caravels with which Columbus set out on his voyage of discovery, had invested their value (estimated at \$35,000) at 5 per cent. compounded yearly, the "just return" for the use of her capital would be a sum more than equal to the amount realized from a sale of this entire continent estimating it at \$100 per acre, and the wealth of all that is on it also, would not pay the interest for this one year. The unjustness of this "just return" theory must be evident, and certainly affords no ethical or economic grounds for the payment of interest.

The question still remains: "What is interest and how does it arise?" To the solution of this problem let us now apply ourselves.

Wealth is the product of labor applied to natural objects. To say, as single taxers do, that wealth is the product of land, labor and capital, is like saying—to use one of George's felicitous illustrations—that mankind consists of men, women and human beings. Capital is *not* an independent factor in production, but is itself the product of labor. Wealth is therefore the product exclusively of labor applied to land. Land itself is not wealth, neither is money, bonds, stocks, or mortgages; they merely represent wealth or an evidence of the claim to the ownership of wealth. In brief, nothing that is not the product of labor is—in an economic sense—wealth. How is the wealth that labor creates distributed? Under slavery the master appropriated the wealth produced by his slaves, allowing them only a subsistence. Here the robbery of labor was open and undisguised. Under the feudal system the serf retained inalienable rights to the soil from which he derived his subsistence; giving in return to the lord of the manor, certain services in labor and personal attendance. But upon the adoption of standing armies, supported by taxation, the feudal lords gradually assumed the absolute ownership of the land; and the relation gradually changed from that of master and serf, to that of landlord and tenant, and payment for the use of land assumed the form of rent, instead of labor and personal services. Then for the first time appeared the landless man—the proletarian.

Upon the invention of the steam-engine and its application to the running of machinery, great economic changes resulted. The factory system arose. The factory with its thousands of spindles and thousands of operatives under one master entirely superseded the hand loom; and the workers unable to compete with this method of production—the profits of which inured to the factory owner—gradually sank to the condition of "wage slavery," forced to work for a bare subsistence; hunger a good substitute for the lash.

This is our present system of "free contract" and *Laissez faire*. On the one hand we see a small proportion of the population who control all the means and instruments for the production of wealth, on the other, the large body of producers who have nothing but their labor to sell, and who are compelled in desperate competition with their fellows to sell it quickly, or starve.

Under such conditions the cost of the production of wealth is

merely the cost of the subsistence of the laborer governed by the standard of living for that time and country. All over that amount goes as interest—which is the “surplus value” of the economists—to the owners of land and capital. Under the operation of an “iron law,” wages continually tend to the minimum upon which the laborer will consent to reproduce. With every new invention of labor-saving machinery, all discoveries in the arts and sciences, all improvements in government, all increase in skill and technical knowledge, tend to increase the production of wealth. But the distribution of this wealth constantly tends to greater inequality; while the absolute amount given to labor may somewhat increase, the relative amount—compared with the surplus value which labor, and labor alone produces—is constantly decreasing.

“Surplus value” includes rent of land, rent of money (interest), and profits. Interest on money is the premium the exploiter is willing to pay for the ability to exploit labor. Interest, or “surplus value” therefore, is nothing else than a forced contribution from helpless or ignorant people; a tribute, not a tax, enforced by a favored class who are able not only to live without working, but to control and even limit the labor of the majority.

I lay it down as a fundamental postulate; that in a world where wealth can be produced only by labor, those who possess it, not as the result of their own labor, but as the ‘surplus’ value of the labor of others, are robbers and parasites, who could not exist under just social and economic conditions. Property so acquired would justify Proudhon's famous dictum: “*Le propriété c'est vol*,”—property is robbery.

All rent therefore, whether of land or capital is robbery of the products of labor. For it is self-evident that unless labor produced more than its subsistence there would be no fund from which interest could be drawn. The ability to exploit labor is the result of the private ownership of the means of production, viz: Land and capital.

This system of exploitation is the “wage system,” which, under the pretense of free contract, forces the producers of wealth to sell their labor—under the pangs of hunger—to the capitalist for part of the product, while the remainder—the largest portion—goes to the capitalist as profit without any exertion on his part. Interest is therefore the product of other people's labor, obtained by exploiting the necessitous condition of the laborer. It is ethically indefensible.

In reply to my article showing the insecurity of land and improvements that would obtain under a tax that would vary so greatly with increase of population, Mr. Middleton replies, that he “always supposed that Mr. George and single taxers generally taught that the effect of the single tax would be to raise the margin of cultivation and diminish rent of improved lands.” This is true only with regard to agricultural land. There is nothing in *Progress and Poverty* that would indicate that George expected any diminution in the rental value of urban land, but—as Sairey Gamp would say—on the contrary quite the reverse. To get over the difficulty of the insecurity

ity of tenure of land and improvements, which Mr. Middleton does not deny would occur, and the incident loss that would accrue to the owner of the improvements, Mr. Middleton informs us that the owner would not be dispossessed without compensation.

Now this is a clumsy method of tiding over a difficulty that George never thought of when he wrote *Progress and Poverty*, and is directly at variance with the whole teaching of that book. For it is claimed as a special virtue of the single tax that it would force owners of land to put it to the best and most productive use. The single tax would be as George informs us "virtually putting up land to the highest bidder." Land is to be taxed *irrespective* of improvements. Indeed "single taxers generally" are fond of dilating upon the fact that the enforcement of the single tax will force owners to pull down unsuitable buildings or abandon them. In fact the rental value of the land will increase quite regardless of the income desired from the improvement. Where does Mr. Middleton get his authority for the statement that: "While any person failing to pay his taxes would, as now, find his land advertised for sale, yet, contrary to the present custom the advertisement would provide that the purchaser must compensate the delinquent for his improvements." Does Mr. Middleton mean to assert that the owner of, say a tannery or planing mill, the site of which the growth of the town had made valuable for hotels or stores, could refuse to pay the increased tax, or any tax for that matter until the party who desired the site for a hotel, paid him the full value of his improvements?

This would indeed be a delightful state of affairs, for the tannery chap. This would knock out my insecurity theory completely. All one would require to do when building in a growing town, would be, to make the improvements as large and architecturally as hideous as possible and then regard with philosophic equanimity both the increase in population and the rent. Really I am afraid that a naturally kind and justice loving disposition and a somewhat exuberant fancy will cause friend Middleton to play sad havoc with the teachings of the prophet of San Francisco. I am somewhat amused at the statement, "that the more wealth is increased the greater the amount to be divided \* \* \* greater are wages or the share that labor gets." As labor produces all wealth why should it have to "divide" or "share" the product at all. At the proper time I hope he will explain this, and also how the single tax will increase wages. In this discussion we want facts, not mere assertions. My next paper will give him the opportunity to answer.

To conclude, Mr. Middleton virtually concedes my claim that the single tax would destroy security of tenure of improvements, but with the cheerfulness of a Mark Tapley hopes that "in some way" our friend Smith the mechanic would not be despoiled of his home, and winds up with the confident assertion that: "So far from having shown the fallacy of the single tax regarding the tenure of land and improvements, you have but called attention to one of its greatest virtues." (?)

## QUEEN ANNE'S LACE.

BY ELIZABETH MORGAN.

"And you have never been up in the garret?" asked Jim.

"No," said Queen Anne, tranquilly, "how should I? It's fastened, no one has been up there since the war time. The Northern soldiers were coming and the family had to go farther back in the country, so of course they took everything with them they possibly could, and fastened up the house from garret to cellar. We have been told they buried the silver somewhere about the place, but we don't know where, so it's no use to look for it."

"There might be something worth finding in the garret," suggested Jim.

"There would be dust, and spiders, and cobwebs," said Queen Anne, "and perhaps the ghost—my father prefers to keep that door shut."

"A ghost!" said Jim.

But Queen Anne looked at him seriously. "Don't you have ghosts at the North?" she asked. "We certainly have one here."

"Tell me about it," asked Jim.

They were sitting on the piazza steps of an old Southern house. Before them stretched a narrow strip of rough, wind-blown grass, that ended suddenly in a steep little decline to the sandy beach below, and then the sea, and the sunset.

"It's not a very ancient ghost," Queen Anne said, looking off toward the sea, "it began with the war, like many things in this country. An uncle of my father's owned this plantation then. It was much larger than it is now, and they had crowds of negroes. My aunt was young and beautiful and her gowns and jewels were the envy of all the ladies in Newport, for they always went there to spend their summers. But she was fond of lace above everything, and had the most exquisite collection in the country. I am as fond of it as she was, only unfortunately this is the only sort I have to decorate myself with," said Queen Anne with a sigh, pointing to a bunch of feathery, white blossoms, that she wore in the front of her dress. "They are called Queen Anne's lace you know, that's why I took a fancy to wear them."

"Were they named for you or you for them," asked Jim.

"I don't know who named them," she answered, "I was called Queen Anne when I was a baby. Everybody has a pet name in the South; I suppose of course, with you it is different—but I was telling you about my aunt. She had two sons when the war began, handsome and brave and full of patriotism, and they enlisted at once to fight for the cause. Their mother was heart-broken, but she gave them her blessing and let them go. Of course I cannot expect you to sympathize with the lost cause, or the heroes who fought to save it, but I know you will pity their mother's sorrow—for her boys never came back."



"That was rough on her," observed Jim, as Queen Anne paused. "Rough!" said Queen Anne. She thought the same word might be applied to Jim's manner of expressing himself at times. She drew a bit of her "lace" from her buttonhole and played with it as she continued.

"The boys were devotedly fond of their mother, and it was their custom to celebrate her birthday with great rejoicings. Wherever they might be, they always came home for that day."

"Hadn't she any other children?" asked Jim.

"She had only those two sons, and that year they had promised to be with her as usual, but before the day came there was a battle and she heard that one had been taken prisoner. Of the other she could get no news, so, as there was no certainty, she clung to the hope that he was safe, and insisted that they would both be with her when her birthday came. She had all put in readiness for them and watched and waited. Every night she wandered over the house with her light, for how could she know from which direction they would come, and there must be a welcoming ray to guide them safely home. So day after day went by, and night after night. It was supposed one had been killed in the battle I told you of, and the other, who was taken prisoner, was shot when trying to make his escape, that he might keep his promise to his mother. But my aunt would never believe they were dead, and she watched for them, with her light, till the Northerners came down, and she left her home to the enemy's possession. And so ever since, they say, on the night of the 10th of August, which was Madam Leyton's birthday, a light flickers from the windows of the old house, first on one side and then on the other. The fishermen see it in their boats on the water, and belated travelers on the road over there, have seen it again and again."

"How about the people in the house?" asked Jim. "Do they see her too?"

"Yes," said Queen Anne, "indeed they have. Why should you look incredulous? I am telling you a *true* story, on the word of members of my family whom it is impossible to doubt! She never comes except on her birthday, unless some danger or sorrow threatens us, then she is sure to be seen with her white dress and beautiful pale face, gliding from room to room, with her candle in her hand!"

"I should never dream of doubting your story!" said Jim, hastily, for Queen Anne was regarding him with eyes that indicated some displeasure. "But it does not explain why you have never had the garret door opened."

"I explained that," said Queen Anne, "when I told you that my father likes better to keep it as it is. I have always connected that mysterious closed door with the ghost, in my mind."

Queen Anne paused. The tide was coming in, softly splashing against the shore, purple shadows were stealing over the land and sea.

"You have made me frightfully nervous," said Jim, suddenly jumping up from his lower seat to take the one beside her, "I sha'n't dare to sleep in the house to-night!"

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Queen Anne drew away from him instantly, straightening her slender figure with much dignity.

"You are laughing at me," she said, "you think I am foolish to believe such things!"

"No, I am not," Jim protested, "I was only thinking that ghosts were dismal company for you all by yourself here."

"I have papa," said Queen Anne, loyally, "but of course he has his books and his studies, and they don't leave him much time for me. I was always alone till you came," dropping her voice with a little sigh.

"Poor little girl," said Jim.

"If you are sorry, why do you go away?" she asked. "When you first came, you said that bridge would be a long piece of work."

"It's a very well made bridge, your majesty," said Jim. "Carefully constructed and strongly put together. It will last I should say, making a rough guess, about as long as the river."

"Then you'll never need to make another?" said Queen Anne.

"That was want of foresight on my part," said Jim. "I see it, now that the bridge is done, and I am undone. But after all, there is no law to prevent my visiting this part of the country again, if only you'll be kind to me, Queen Anne."

"I was never intentionally unkind to anybody in my life," said she, rising.

Jim sprang up also and caught her hand, "Miss Leyton, do you like me well enough to wish me to come again?"

"You seem to require a great many assurances," said Queen Anne with a dignified but ineffectual effort to withdraw her hand. "Papa has invited you over and over, and so have I—I think papa is calling me, Mr. Roslyn!"

"He is not," said Jim, "beg your pardon for flat contradiction, but—I love you so much it would take a lifetime to tell you of it, and you won't give me five minutes."

Queen Anne turned her face away until only a small tip of her ear was visible.

"Why do you like me?" she asked.

"I don't like you, I love you! Because you are the prettiest, sweetest, dearest girl, I ever saw—because you are yourself—because I can't help it!" said Jim definitely and conclusively.

"You would not care about me if you knew I was mercenary."

"You are not."

"I am. Are you enormously rich?"

"I have enough that we could be very comfortable, and I can make more," said Jim, dismissing that point as disposed of, and bending his head low to look into her eyes. "Do you love me, Queen Anne?"

"It's no use, you haven't money enough, I told you before."

The purple shadows had deepened and darkened, belated fishing boats crept noiselessly past, their tall white sails showing ghostlike through the gloom. The waves were louder on the shore as the evening wind freshened and grew stronger. It rustled through the



low shrubs on the bank, and whispered through the long rough grass.

"Good night," said Queen Anne, softly, "I know you will despise and hate me now."

"I am waiting for my answer," said Jim.

"Your answer? But you have it—you must not think of me any more."

Queen Anne was gone, and before he could follow, her father had appeared in her place. A white-haired old gentleman, ceremonious and dignified to what Jim considered a painful degree.

"Will you not give me the pleasure of your company this evening, Mr. Roslyn?" he asked, and ruefully Jim followed him into his study, but while he sat, an apparently respectful and patient listener, his thoughts were far from the subject in question, till he was suddenly and unpleasantly recalled.

"So that matter has been an established point from the first," Mr. Leyton was saying in conclusion and apropos of what Jim had not the smallest idea. "My daughter understands how much depends on her, and is fully prepared to do her duty," and then Jim wished he had given more attention to the foregoing remarks. "Pardon me," Mr. Leyton resumed, after a slight pause, "for entering at such length upon matters which could not be expected to interest a comparative stranger. My only excuse lies in the fact that living so remote and solitary a life, I get at times an almost morbid desire for companionship and human sympathy."

Jim muttered something about being glad to accommodate him with these articles, but the old gentleman paid no attention. "It is useless to deny that the family fortunes are at a very low ebb," he went on, "and quite out of the question that I, with my temperament and education, could do anything to advance them. It lies with my daughter."

"What's she going to do?" asked Jim.

"Her duty, as I have already explained to you," replied her father pompously.

"I don't think I quite understood the direction it was going to take," he ventured to suggest, but the old gentleman had passed on to generalities.

"Sacrifice is a beautiful thing, for those we love," he murmured. "I cannot take more of your time now, Mr. Roslyn. Pardon my egotism and forget my confidences. Good night."

And Jim, finding himself thus dismissed, retired to his room, in a highly excited state of mind. What could the old gentleman have told him that he did not hear? How was Queen Anne to be sacrificed? Probably to some repulsive creature with money—there was nothing else that could be done with her to help "the family fortunes," that he could think of. The family fortunes! There was no one but herself and her father, that Jim had ever heard of, and his blood boiled as he tramped up and down his room, contemplating this picture of parental selfishness.

The night wind blew in at the windows, waving the long white

curtains wildly. The candles flickered and flared in the draught, till a sudden stronger gust put them out entirely, and then finding himself in the dark, Jim threw himself down on the sofa and was still.

He was very sure he did not go to sleep. He could have told every miserable thought that passed through his brain, but the great clock in the hall was striking twelve when he started up. Some one was in the room with a light.

"Queen Anne!" he said.

Swiftly and noiselessly the lady crossed the room, her long white dress trailing after her, and placed the candle she carried on a small table before the windows. She did not notice Jim, or seem aware of his presence, but stood looking anxiously out into the night. Then, suddenly taking up her candle, she passed out again, as swiftly and silently as she had come. Without knowing why, Jim sprang up and followed her.

The wind was blowing through the wide hall in a blast that told the front door had been left open, but the candle in the lady's hand burned steadily clear and bright. On she went, down the hall till she came to Queen Anne's door; there she paused for an instant, with a gesture of despair, then went on again quickly to the end of the hall and stopped at the garret door. Jim knew it by the bars that were nailed across.

The lady seemed unconscious of the bars as she tried to raise the latch and struggled vainly to open the door, wringing her hands when her efforts were unsuccessful, and then desperately trying again.

Instinctively, Jim came forward to her assistance, but only to find himself suddenly in the dark. The lady and her candle were gone. He put out his hand and touched the garret door with its bars across. Down at the other end of the hall, a ghostly moonbeam was shining in at the window and the wind swept past him with a sound like a trailing garment.

"Walking in my sleep!" said Jim. "This comes of listening to ghost stories, and a combination of annoyances generally!"

But he felt no inclination to remain longer in the vicinity of the garret door, and made his way back to his room with as much speed as the darkness would permit.

He went to his work next morning without seeing any of the family. That night, instead of going back as soon as his duties would permit, he went for a sail.

He had made up his mind to give up his room at Mr. Leyton's next day on the pretense of getting nearer to his work. They had taken him in the first place because of Mr. Leyton's friendship for his father. He surely could refuse to trespass on their kindness any longer. It was impossible for him to stay, and yet—if any danger threatened Queen Anne!

The boat was steering in shore by this time, the stiff evening breeze filling her sails till she tipped down to the water's edge. He could see Queen Anne on the piazza watching him, and the boat

flew all the faster at the sight. When he reached the shore, his little hostess came down to meet him.

She was wearing some of her white flowers as usual, the delicate lacework showing over her pale blue dress to great advantage, but Jim regarded her decorations gloomily and greeted her with some stiffness of manner. Then he proceeded at once to tell her of the necessity for his change of abode—with haste as if he feared his resolution might waver.

"I couldn't go on staying here, you know," he concluded as Queen Anne only looked at him sorrowfully without speaking. "You have every right to sell yourself for money if such is your desire, but you can hardly expect me to stay and assist at the bargain."

"I don't understand you," she said, opening her soft eyes at him wonderingly.

"Oh, it doesn't matter," he went on hastily. "But, you see, I'll have to go—I couldn't be civil if I stayed on, and it's not for long now. You can set down my sudden departure, if you please, to the fact that I saw your ghost last night."

"The ghost!"

"I suppose I was dreaming, but she looked as you described her, and came into my room with a candle."

"It was not her birthday," said Queen Anne, under her breath, every vestige of color leaving her cheeks.

"She wants the garret door opened," said Jim. "I followed her, and she was trying to unfasten it. The bars were too strong for her, and I offered to help, but she disappeared."

"Are you laughing at me?" asked Queen Anne.

"I am telling my dream, which is bad manners, by the way, but you have become accustomed to my lack of refinement, long before this."

"I wish I knew whom the danger threatens," Queen Anne murmured to herself. "If it is for me, I understand."

"Then surely you can protect yourself!" said Jim, but she shook her head.

"No, I can not." Then dropping the subject for the other point in question, "You won't go away to-night, will you?"

"What's the use of my staying? You tell me that danger threatens you, and your father says you are to be sacrificed, but neither of you tell me how, nor what, nor when, and you refuse to let me protect you."

"How could you protect me?" she asked.

"Give me leave and I'll show you," replied Jim with animation, and Queen Anne turned away her face and answered hastily.

"I suppose first of all you would open the garret door!"

"Not unless you wished me to," said Jim. "I have nothing to say on that point, but if you really have confidence in your ghost, that is clearly what she thinks had better be done."

They were a silent party at dinner that night. Queen Anne looked pale and worried and her father as usual was absorbed in his own solemn reflections. He retired to his study as soon as the re-

past was over, and the young people, thus left to their own devices, returned to the piazza, but instead of seating themselves as usual for a quiet talk, Queen Anne stood leaning against the balustrade looking absently at the sea, while Jim strolled up and down in an unsettled way. He did not think he had been kindly treated by any means. It was unfair to tell any one so much and yet so little. He made no attempt at conversation, but as he passed Queen Anne she turned to him suddenly.

"Do you suppose we could open that garret door without papa's hearing?" she asked.

"I am sure of it," he answered. "Particularly when he is off in his study."

Queen Anne was silent for another minute, and then she turned again to Jim with a look of desperate resolution.

"Will you open it for me?"

"I will do anything for you," said Jim somewhat rashly.

"Then, come now," she said.

Noiselessly the two conspirators crept upstairs, Jim to his room for the necessary tools, and Queen Anne to hers for a candle. She was waiting for him by the garret door, when he came out. It gave him a shock to see how like she was to the lady who had first led him there, but without any comment he went to work.

"It makes a dreadful noise," whispered Queen Anne after she had watched him for a few minutes, "I'm afraid he'll hear."

"He won't," said Jim. "I'll leave these bars so we can put them back again, and nobody need ever know they've been off."

"Oh, dear," sighed Queen Anne. She set down her candle and went to the stairs, leaning over the balustrade to listen. The waves fell on the beach below like the sound of a footstep, and a flash of lightning shot across the open hall door. There was a roll of distant thunder as she went back to Jim's side. He was just removing the first bar.

"There's a shower coming," she said.

"It will help to cover the noise I make," said Jim. "These nails are driven as though they meant them to stay."

A brighter flash, a louder peal, warned Queen Anne that her windows had better be closed, and she hurried away again.

When she came back the last bar was removed and Jim was waiting for her with his hand on the latch.

Queen Anne shrank back as he opened the door.

"I am afraid," she said, "I feel as if I was doing something dreadfully wicked. Just listen to the thunder! You will come with me, won't you?"

"To the end of the world," replied Jim, catching up the candle as together they ascended the dusty stairs.

Cobwebs brushed against their faces, and the air was musty and close. The rays of the candle penetrated the thick blackness but faintly as they flickered and fell in the draft; tall, dark shadows in the corners bowed and beckoned mysteriously.

The squall had struck them with all its fury, and the wind was beating against the old gables, with a noise like the sea.

"There are three big boxes over in that corner," said Jim. "Shall I open them for you?"

But Queen Anne was clinging to his arm like a frightened child.

"It's a dreadful place," she said, "I wish I had never come here. Oh, what is that!" as a bat flew suddenly out of the darkness and circled about the beams above their heads.

"Would you rather wait till to-morrow?" asked Jim.

But Queen Anne clung to his arm the tighter.

"Oh, no, no! I would never dare come here without you!"

"Well, then, suppose you give it up altogether and come down stairs, I'll fasten the door up again and none need know you ever came up here."

But Queen Anne looked at him piteously.

"If there's anything up here, I *must* find it," she said. "You don't understand how much we need the money."

"I don't understand anything about it," said Jim, rather grimly; "I don't think you are treating me fairly, but my ideas and yours can hardly be expected to agree on the subject. Now *you* do not understand—" for Queen Anne's eyes expressed only bewilderment. "Have I not told you that I love you? That counts for nothing with you. It's a more serious matter with me."

A peal of thunder cut short his wrathful words, Queen Anne had dropped his arm and stood trembling.

He strode over to the trunks in the corner and savagely forced up their lids. Then he came back for the candle, and stood holding it while Queen Anne timidly approached to examine their contents.

The first contained only blankets and bed clothes, though she pulled them out one after another to make sure nothing was hidden between. A faint smell of camphor still lingered about them with an odor of ancient dust.

Jim tumbled them all back into the trunk again, and Queen Anne passed on to the next. This was full of table linen, delicate and fine, and the faint smell that rose from this was mingled with lavender and rose leaves. When she came to the bottom of its treasures, Jim flung them back also, with a glance at her despondent face. Her terror of the place seemed to have vanished in her anxiety as to what she might find. The last of the boxes was much more interesting. It evidently held a part of Madam Leyton's wardrobe that she had been unable to take away with her, probably a part in which she had little interest since her sons were gone.

Silks and satins and velvets Queen Anne unpacked, trailing their magnificence over the dusty garret floor, while Jim looked gloomily on at the splendors imperfectly displayed by the flickering light of the candle. Suddenly Queen Anne uttered an exclamation. She had opened a large package that lay at the bottom of the trunk.

"This was *her* lace!" she said.

Ruffles and flounces, shawls and scarfs of every conceivable pat-



tern and width, as fine as cobwebs and delicate as frost-work. At the bottom of all a wedding veil.

"You won't need to wear flowers any more," said Jim; then he swept Madam Leyton's ball dresses together and would have thrust them back into their former seclusion in the same way he had disposed of the blankets, but Queen Anne interrupted him with a little shriek.

"Oh, don't! I want to take every one of them down stairs!" she cried. "You mustn't catch them up in that way! Please stretch your arms out so!—let me lay them across carefully—There! thank you very much. I'll carry the candle."

And Jim went down with his load, wondering that the distress Queen Anne had seemed to be in a short time before should be so soon relieved by the discovery of a trunk full of old clothes!

At the bottom of the stairs they met Mr. Leyton, also carrying a candle, and looking a picture of pompous wrath.

"*May* I ask the meaning of this?" he demanded, a roll of thunder emphasizing his angry tone.

"We've been up in the garret, papa," said Queen Anne, coming forward hastily, Jim being at a disadvantage behind Madam Leyton's finery. "I know we ought not to have opened the door—but, oh, papa, we have found the lace! Such heaps and heaps of it. We'll never be poor any more!"

But Mr. Leyton exhibited none of the joy his daughter seemed to expect. He was visibly displeased at having their circumstances discussed before a comparative stranger.

"We were hardly in straits to make such a course as this necessary," he said. "That is Mr. Roslyn, I presume?"

"Yes," replied Jim indistinctly from behind his shelter.

"Well, then, Mr. Roslyn, I regret to be obliged to inform you that I consider you have taken a great and unwarrantable liberty, and I am at a loss to understand how you will explain yourself."

Jim dropped Madam Leyton's ball dresses in a heap on the floor, and held up his head defiantly.

"I have taken the liberty of loving your daughter!" he said. He did not make this announcement with any idea that either father or daughter would be affected by it. It was simply the excuse for his offence—that was all.

Mr. Leyton looked taken aback for a moment, but he was by no means appeased.

"Indeed," he said sarcastically. "And you, Miss?" turning suddenly on Queen Anne, who had set the candle on its chair again and stood with her arms full of lace, gravely listening, "I reckon you'll tell me next that you've taken the liberty of loving him in return?"

This unexpected attack caught Queen Anne all unawares. She turned first red and then pale, and then with a frightened glance at Jim, and an imploring one at her irate father, her eyes filled with tears, and quickly Jim interfered.

"Your daughter has refused me once, Mr. Leyton," he said. "It's

hardly fair to make me go through that a second time, and publicly."

But Mr. Leyton seemed more angry than before.

"She *refused* you!" he cried. "You *refused* him! The son of the friend of my youth! And after you'd promised—"

"Oh, papa," cried Queen Anne, "I—I'm very sorry."

"Do you mean that?" said Jim, turning upon her in his turn.

And poor Queen Anne, surrounded upon all sides, with only the gruesome garret behind her to flee to, hid her face in her aunt's wedding veil, and murmured, "Yes!"

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## MR. STUART'S SINGLE TAX FALLACIES.

JAMES MIDDLETON.

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No. 3.

In his first and second articles, Mr. Stuart undoubtedly raised points which all single taxers ought to concede as vital, the escaping of mortgagees of land values from their share of taxation, and security of tenure for improvements under the single tax.

I have shown conclusively that the single tax justly carried out will amply provide for these very points and vastly better than does our present system; hence his so called fallacies only serve to emphasize the virtues of the system.

In his third article, he takes up the sufficiency of the tax. He says; "To the single tax mind no proposition appears more certain than that the confiscation of economic rent as contemplated by the single tax would produce sufficient revenue to defray all cost of government; national, state and municipal."

If we accept Mr. Stuart's definition of economic rent, I am certain his proposition can apply only to some such minds, certainly not to mine.

Before we can attempt to estimate the sufficiency of economic rent as a fund to tax, we must know what economic rent is.

If that rent only is economic rent which would appear in a perfect state of freedom and if we accept the doctrine which Mr. George himself seems to teach in some places, that only such rent can be used for government purposes, then Mr. Stuart's point is indeed a vital one.

Mr. Stuart, Mr. J. W. Sullivan and some others have lately sought to restrict the meaning of the term, economic rent, to a something



which in the present state of society it is utterly impossible for any one to determine. How can Mr. Stuart or any one tell what even would approximately be the pure economic rent in a perfect state of freedom? It is merely a matter of conjecture or theory as regards either its sufficiency or insufficiency.

The Ricardian theory of rent upon which the single tax is based is correctly stated as far as differences in rent are concerned by Mr. Stuart when he quotes, "Rent of land is determined by the excess of its produce over that which the same application can secure from the least productive land in use." (*Progress and Poverty*, chapter 2, book 3.)

Economists in studying the phenomena of distribution found part of the product went to the owner of the land, part to the capitalist, and part to the worker as such.

These divisions of the product they called rent, profit and wages. Ricardo defined rent as, "that portion of the produce of the earth which is paid to the landlord for the use of the original and indestructible powers of the soil." A well accepted meaning of the term from that time to this has been the market value of the land; and the market value of a piece of land is determined by its excess of productivity over the least productive land in use, or margin of cultivation.

The economists generally failed to analyze fully, the causes which make the margin rise and fall, and the effects upon production and wages of that rise and fall. To Mr. George, more than any other, belongs the honor of riveting the world's attention to that phenomena and their relation to taxation.

Economic rent, in the language of economists, means practically the market rent of the land independent of individual improvements. It is a term broad enough to include that rent which would appear in a perfect state of freedom and the rent that actually appears to-day.

It would be a better use of language to call the ideal rent of a free condition, free or natural rent.

There is nothing to be gained in distorting words from their best accepted meanings in an economic discussion. In my discussion, as far as possible, I shall endeavor to use words in their accepted meanings, and shall use the term free, or natural rent, in place of Mr. Stuart's forced meaning of the word, economic rent.

I will say frankly that I do not know whether free or natural rent would be sufficient for purposes of government or not, and neither do I care, as I believe other objects may be taxed if the welfare of the people demands it.

If I agreed with Mr. George's dictum, that "Private property in land is robbery," and that other dictum, that "A man has an absolute right to all he produces, as against the whole world," I might be anxious.

I agree with the earlier single taxers, the Physiocrats of France, when they strenuously maintain the right of private property in land, as the basis of human freedom.

I agree with Locke, that I have a right to all I can produce or use,

whether products or land, limited only by the rights of my fellow men, and I believe in introducing a tax upon present land values and franchises limited to the needs of government economically administered, and, if sufficient, that alone, because I believe it is in perfect harmony with those rights.

I say if sufficient, because I believe, if need should arise and the welfare of the people should demand, in time of war, for instance, or of famine, or of pestilence, the people may demand the sacrifice, not of property alone, but of life itself.

I am not such a stickler for the single tax as I am for a tax on land values, sufficient, if need be to wholly break up speculative holding of vacant lands by the individual.

Speculation in land is the tap root of the great speculative curse of our age. Cut that, and the great tree of speculation and monopoly loses its vitality and withers away.

I am more than pleased to have Mr. Stuart say; "Therefore the adoption of the single tax would make it impossible to hold vacant land out of use, because none could afford to pay the assumed full rental value of land that yielded no income."

That being the case, I cannot see why any of the countless homeless ones, a renter, a mortgager, a boarder, a wanderer, can oppose it except through ignorance or prejudice.

I might rest my case here, but I wish to analyze more closely the question of sufficiency.

One would think from his article that to Mr. Stuart belongs the honor of formulating that charge. He, of course, may have formulated it independent of others, but it certainly existed earlier than "Nov. 14, 1890." Professor Harris, in the July Forum of 1887, gravely argued the fallacy of the single tax on the ground of insufficiency.

Away back in the beginning of the movement, in the time of John Locke two hundred years ago, it was opposed on similar grounds.

It was one Asgill of that time, I think, who called attention to the absurdity of saying that the land would not produce sufficient for the revenues of the king when every material product comes from the land.

But to examine more specifically his argument, he says; "The result would be that all vacant land not needed for immediate use would be abandoned by the owners from inability to pay the tax and would remain without value until increase in business and population justified further improvements. But more than this, with vacant land plentiful and much of it of no present rental value, under the rule that improved land should pay no higher rent than adjacent vacant land, would not all improved land decrease enormously in value?"

While I agree that individuals in many instances would release valuable vacant lands, it does not follow that any one else could occupy them without paying the assessed annual value or tax to the state. That is a point that Mr. Stuart has over looked and some single taxers as well.

Such lands would revert to the state as public property and would

be occupied only on such conditions as the state, town or city should fix.

If that were not true then there might be eventually no such thing as taxation and the state might come to depend on purely voluntary contributions.

Mr. J. W. Sullivan has advocated municipalities purchasing vacant lands so as to regulate rents. Several years before him Arnold Toynbee, of Oxford, had said, "And should not the state attempt in the future to grapple with such questions as housing the laborers?"

Municipalities might be empowered to buy ground and let it for building purposes below the full competition market value. (Humboldt Library No. 129 page 151.)

That which these philanthropists desired would be easily brought about by the single-tax as may be clearly inferred from Mr. Stuart's admissions, admissions which every one who studies clearly the question must make.

So far then from rent being abolished by the single tax it would be regulated by the state.

If the state should decide to keep rents at something like their present rates it would simply hold the valuable vacant lands which came into its possession at something like their present values.

If it did no more than that, consumption freed from all taxation but the rent it now bears, would be cheapened and increased. The demand for consumption would stimulate production and the great army of involuntary idlers would find themselves in demand and set to productive labor.

The vacant lands held by the state for rental purposes would prevent owners of improved lands from raising their rent charges, and at the same time would give ample openings for new enterprises.

With the increase of employment, with the vast army of unemployed set to productive labor, the annual production out of which rent, profit and wages come, would be vastly increased. While the state might and should lower rent charges, the increased use of poorly used lands and the use of now vacant valuable lands would more than make up the difference.

If the present annual value of lands and franchises exceeds by 35 per cent. the needs of government as Thomas G. Shearman has shown (and Mr. Stuart has not even attempted to refute this,) then with this stimulus to production which freedom from all other taxation under the single-tax would give, there need be no fear of ample revenues to the state even though rent charges were lowered.

In regard to the estimates of present land values by Thos. G. Shearman quoted by Mr. Stuart and the estimates of Mr. Gros, they are more than verified by the report of the Congressional committee on the assessment of taxes in the District of Columbia, May 24th, 1892, Hon. Tom. L. Johnson, chairman.

The summing up of that was, in regard to land values, that they were 73 per cent. of the whole wealth value in the city of Washington. I suppose in the country it would be less.

As the estimated values of the United States not including stocks,



bonds, mortgages and paper currency exceeds sixty billion dollars, I should judge that Mr. Gros' estimate of twenty-two billion dollars for land values and franchises very conservative.

Four per cent. of that amount would equal our present revenues, and yet I believe that four per cent. would be sufficient to cause enough valuable land to revert to the people to enable them to control the land market. The state, by fixing the rent charges of its own lands, would not only prevent landlords from raising rents, but would, if found expedient, compel, thereby, a lowering of rents.

Labor, as shown in my previous article, would be the great gainer, as it would be freed from its present taxation, would have no more, or perhaps, less rent to pay and would get a much larger share of the annual product.

Mr. Stuart refers to the operation of the single tax in New York city if it should be introduced. If, as he concedes, it would destroy the holding of lands vacant by individuals, building and other improvements would be stimulated; rents in the congested tenement districts would be lowered; demand for labor would be increased; greater wealth would be produced at better wages.

It is absurd to say that the city could not, under such conditions, collect ample revenues from the lands and franchises of the city. New York would, at the same time, solve the great tenement problem of our cities. Thus Mr. Stuart's fallacy of insufficiency fades into thin air.

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**FIREMEN** will be interested in the announcement that the time may be near at hand when they can at least lay down the pick. An invention has appeared in Germany which reduces coal to dust, which, being inflammable, is projected into the furnace by a current of air, automatically regulated, and as soon as it is inside it gives forth an intense blaze. Oxygen being introduced by a new contrivance, the dust does not fall to the bottom, but floats in space, and is consumed to the last particle. There is no perceptible smoke and no ashes. The fire can be started or stopped in a moment, and pressure can be maintained at any desired scale, while the wear and tear of furnaces is said to be greatly reduced.

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**PRUSSIA** has a number of state railroads, and the government, in taking care of the employes, has built for them no less than 22,980 dwellings. There are 458 superior establishments for high class officials, then comes a lot of dwellings for a lower grade of bosses, and finally, about 16,000 huts for the lowest grade of employes, about like "nigger quarters" in the south at a time when an over-ruling Providence made a black man a chattel or a commodity.

# MECHANICAL.

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## THE "QUESTION BOX" QUESTIONS.

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BY THOMAS PRAY, JR.

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What men want to know is often a repetition of what has been said, but that some one, who has more recently than the statement, become interested in what is to be gone over again, and it may find another one to "fall in."

Density of water is the weight of one cubic foot of water at the point in its temperature when the stated amount of it to be used as a unit, has a greater weight in pounds and ounces than at any other point, hence it is termed its density, or its greatest weight.

The point in its temperature is found to be 39.1 degrees F., and the weight of one cubic foot is found to be, by careful experiments, 62.425 pounds, and it is more often put down as 62.5 pounds, but in careful figures there is a difference as between the fact and the term so much used. How to get at the weight of one cubic foot of water at any temperature is given in one of the numbers of the *MAGAZINE* for 1892, which the writer has not at hand and so cannot refer to, but Professor Rankine's formula was given and the directions for working out.

From the above data, it is easy to get at the weight of any amount of water that is needed, and there is no more usual mistake made than one which can be found in almost any of the books where an intimate knowledge of all these terms is not one of the reviser's accomplishments, and that is the weight of a gallon of water, for this is very often quoted as ten pounds, and this is correct for the old English Imperial gallon, which has in it 277.274 cubic inches, but the United States gallon has only 231 cubic inches, and weighs only 8.334 pounds at its greatest density, or close to that, now if we take the old English gallon and undertake to make our figures by it, we shall not get at the correct thing in amounts, but this incorrect data is still to be found in many of our late books of so called "engineering data," but it is not right.

The weight of a cubic foot of water as given to find the weight of a cubic inch, divide the weight of one cubic foot by 1728 or the number of inches in a cubic foot, and having done this, then multiply any number of inches by the weight of one inch, the weight of one cubic inch will be found to be, at 39.1 F., .036,126 of one pound or .5,773 of an ounce, or 252.596 grains, and in this case it is 7,000 grains to the pound of Avoirdupois weight, and not Troy or Apothecaries weight,

all of which use the same grain, but not the same number of grains to one pound.

The standard temperature at 39.1 F. is not other than by observation, and it was found in experiments that at that particular point the weight of one cubic foot was greater than at any other temperature, and when you read of 4 degrees centigrade, just remember that it is not four degrees, but 3.96 C. the equivalent of 39.1 F. It is not a matter of much consequence, but in cases involving large amounts it would make quite a difference as to which you used, and a greater difference in the results obtained.

Steam as compared to water, or the relative volume of steam, this is an expression from which we refer the volume, or weight, of a certain quantity of steam as steam, to its equal in water, for when we have to use the density of steam it is easy to make our calculations of the relative volume or the specific volume, and one is the reciprocal of the other, when used with the density.

The density of steam is the weight, in fractions of a pound, of one cubic foot of the steam, and, if we want the specific volume, we divide one by the weight of a foot, and the result gives us the number of cubic feet of that steam in one pound Avoirdupois, and this is the specific volume, or number of cubic feet in one pound.

The relative volume is the number of feet of steam at any pressure that is made from one cubic foot of water, and is found by dividing the weight of one cubic foot of water by the density of one foot at the pressure, and in all computations on this subject we use the relative volume in some computations, and the specific in many others.

In reducing the steam used in the action of an engine, we are obliged to use the volume in order to obtain the weight, for in reducing the number of cubic inches of steam used in the cylinder of an engine, we turn it back into water only by volume in inches, to the pounds in a cubic foot, for the volume of steam is in either pounds, or cubic feet, and one or the other term as is wanted is to be had by simply using multiplication or division.

French measures are rarely used in computations of this kind, with us at least, and the terms of conversion are given in one of the very latest numbers of the MAGAZINE.

In all these calculations it is far quicker and easier to use the tables of Logarithms, but so many do not have them, and others think they are difficult to use, that the trouble of these calculations is greatly increased by working them out in the old way, and it is tedious and perplexing to do so, but with a five place table of logs, any one, having a little help at first, will soon be so he or she can drive a crooked calculation into a few figures and do it far quicker than with the long multiplication, and division, and if the "boys" would only tackle the logs, in a fifty cent book, and spend a few evenings at them it would be far easier to show how to figure out such problems, and the same reasoning is applied to either way, and the logarithm is the power of a number that is used for the number itself, and we add to multiply, and subtract these powers instead of dividing the old fashioned way of using so many figures to carry over

and then add up, or subtract; it is possible that it may be introduced into the next lesson or article, as some have a little experience with them and others wish to know.

"What can a man learn evenings?" is the query. Almost anything to which he has a mind to turn his attention, if he will only do it as steadily as some do their saloon visits, and their theatre or other less reputable places. If any one has one hour of close study at night, he or she, if they will, can learn any language in six months, or short-hand, so as to write reasonably fast, and certainly, or he can learn the Algebra so as to run into clear reasoning, and to work clearly examples that he can't now read, or the calculus, so as to understand what is or is not to be done in many of the ways of working out probabilities, or anything else that he tries earnestly to do, and some men have learned in "evenings," that the way of the careless man leads to state's prison or the scaffold, others have seen in time to abandon their way, and try to do better long before they came to that point, but if any young man wants to learn, there is no school on earth to which he can go, that will do him as much good as the habit of reading, writing or figuring what he wants to know, for if he goes at it in an earnest way, he becomes more or less indifferent to the social, the hop, or the ! ! ! !, and he longs for his supper and his book, and he gets into the habit of study, and it is one of the shortest ways to elevate a man's moral character now in existence, it does him solid good, and it makes him worth more to any one who employs him, and if more of the boys would do it, there would be pages less in the MAGAZINE on "managing a husband." Ask Mrs. Harper.

And I guess there would be many a happy woman, who had some education in her girlhood, who would be glad to hush a "young howler," and sit down to show her "boy" how to do some of the things she used to know, and many a now rich man, at his turning point, has been taught in just this way by a dear woman who loved him and would do anything on earth for him, and how many of them were not treated in return as they should be? A man can learn to do almost anything if he will, in ninety-seven cases out of a hundred, and spend his time in a way that is sensible, and far more than is usually done. Ask your wives if it is not so.

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The Chicago & Western Indiana have ordered four locomotives from Cooke's. The Chicago, Rock Island & Pacific have ordered from Baldwin's six ten-wheel engines and six Forney suburban engines, with three pairs of drivers connected and three pairs of tender wheels. The Baltimore & Ohio have ordered 50 engines from Baldwin's.—*Locomotive Engineering*.

"Science" is generally supposed to be something abstract and beyond the reach or need of every-day men. It is nothing of the kind. Scientific men, so-called, simply explain natural laws so that they can be used daily by persons of ordinary intelligence, who care enough about their business to understand them.—*The Engineer*.



## A VOICE FROM THE MIDDLE AGES.

BY WILFRED P. BORLAND.

It is difficult to believe that any member of a labor organization, in this age of the world, is so short sighted as the following communication to the *Railway Carmen's Journal* would indicate:

I notice a communication on draft gearing. I think that the draft attachments that he speaks of are first-class. It is very seldom that one of them is broken; but at the same time I would not advise that railroad companies adopt the double continuous spindle type of draft gearing, for the reason that it would be injurious to our brotherhood. He states that he has to replace 200 draft timbers per month and an average of about 250 lug castings per month, besides all the center sills that were broken, owing to the present style of draft gearing that is commonly used in freight cars in present use. In the first place, if the cars were equipped with the double spindle draft gearing, how many less car repairers would his company have to employ to keep their cars in service? I think that if the company only needed carmen to inspect the cars and fix up a hot box that they could get along with about 90 per cent. less carmen, and that would be very injurious to all our brother carmen; besides our brotherhood would have to disband. There would not be carmen enough employed to support the organization. I would suggest that if any brother carman can suggest any device to be used on freight cars that will lessen the danger to life and limb of the switchmen and trainmen, do so, and work hard to get it in use, for that is the one great point that is needed to be studied up and looked after, and not something that is going to injure your brother carman to throw him out of employment. \* \* \* \* I do not think that any carman ought to suggest any device to be used around or about cars that is liable to be the means of one carman to be thrown out of employment.

The draft rigging which this correspondent refers to is the American continuous draft rigging. The *Railway Age* comments upon this curious communication as follows:

It is difficult to believe that the writer of such an article can be in earnest. One is almost tempted to believe it to be a deliberate and wily indorsement of the continuous draft rigging. But it is apparently written in good faith and is interesting reading.

It is indeed interesting reading, and furnishes an excellent illustration of the exceedingly narrow and selfish views, which some persons take of the aims and objects of labor organizations. It is the old spirit which caused the destruction of machinery in the English manufacturing districts, in the beginning of the century, revived. It is such persons as this correspondent who constitute a drag upon labor organizations and prevent them from fulfilling their true mission. This idea that work is something which should be sought for its own sake and without regard to its results is one of the exploded fallacies which workingmen should get rid of as soon as possible. The man who imagines it to be the mission of a labor organization to set its face against improvements as a means of benefiting its members, has an exceedingly faint conception of the true spirit of the labor movement. It is to be hoped that those who hold to the views expressed by this correspondent are in a vast majority in the carmen's organization.

L F M 5 May 98

One of the interesting exhibits at the World's Fair will be a locomotive constructed after designs furnished by the engineers of the Erie railway. The locomotive, which is now being constructed, will be free from hobbies and will represent the best ideas of practical men who are in a position to know the actual needs of the service; it will be paid for by the engineers of the Erie, who have already subscribed for 1,500 shares of stock at \$5 per share. It is said that the different manufacturers of locomotive appliances have generously donated the different appliances selected for the locomotive, which will reduce the cost of its construction very materially. It is to be hoped the engineers will be able to advance some valuable ideas in locomotive designing.

Another interesting locomotive which will be exhibited at the Fair is one which has been designed and built by Mr. Henry Gase, of Gloversville, N. Y. Mr. Gase has spent the spare time of fifteen years in designing and constructing this locomotive, and it is said to be the smallest locomotive ever built to run by steam. The dimensions of this miniature locomotive, as published in the *Railway Age*, are as follows:

Weight 1.5 pounds, with tender 2 pounds 2.5 ounces; length 8.5 inches, with tender 12 inches; height 3.5 inches; gauge of track  $1\frac{3}{8}$  inches; diameter of cylinder  $\frac{5}{8}$  of an inch; stroke of piston .5 inch; stroke of valve  $\frac{1}{8}$  of an inch; diameter of drive wheels  $1\frac{3}{8}$  inches; and diameter of truck wheel .5 inch. It will run upon a circular track 10 feet in diameter. The materials used in its construction are gold, silver, steel and brass, and there are 2,836 pieces.

The latest invention for insuring the smokeless combustion of coal comes from Germany, and consists in reducing the coal to a fine powder and feeding it to the furnace with an air blast. It is said that the fires can be regulated the same as when oil is used and can be started or extinguished at pleasure. Many large concerns in Germany are adopting the system, but I don't believe it would work well on a hog.

Here is an offer, which appeared in the March number of *Locomotive Engineering*, that should be taken advantage of by the several lodges which are interested: "We are requested to intimate for the benefit of clubrooms having models for educational purposes, that the Leach Sanding Device Co., 55 Oliver street, Boston, will supply working models of their device to any parties interested."

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The deepest well in Europe is an experimental boring made at Schladebach, Germany in the prosecution of some geological researches. This boring has reached a depth of 5,717 ft., over a mile, but the results so far obtained have not been important.

The best trains of the Great Northern of Ireland are lighted by electricity; there are four incandescent lights in each compartment. A storage battery is used.—*Locomotive Engineering*.

## PRACTICAL TALKS TO YOUNG ENGINEERS.

BY L. B. MOORE.

No. 4.

The practice of heavy firing is a habit into which many firemen fall thoughtlessly. I assume this because there is a tendency to ignore the varying conditions and circumstances incident to pulling heavy and light trains.

The work of such firemen is done mechanically, and without the proper exercise of judgment; it being easier to fire a half dozen scoops of coal into the firebox at a time, than it is to consider the principles of combustion or the necessity for such a course. I only speak of a certain class which, fortunately, is small, who, though probably conscientious in their intention to do well, do not *think*.

Where a fireman can show what he is made of, to the best advantage, is on a slow run with a light train. In order to keep the required amount of steam combustion must be as nearly perfect as possible; the draft is light and won't burn the coal if fired too heavy, but if the fire is light, the air is admitted in proper quantities, through the grates, and good results must follow. If you, young men, would instruct your firemen to fire all trains in the same relative proportion, see that they do it, even though you should take the scoop yourselves to demonstrate its practicability. The fuel problem would then be solved until future inventions shall make it possible to practice still greater economy, provided *you do your part of the work as economically as possible, in relation to the time you are supposed to make*. It being assumed, at the same time, that the draft is such as to burn an even fire and the coal properly broken. For, the finer the coal the better will be its combustion in a given length of time; resulting, of course, in more rapid generation of steam; the coarser the coal the heavier must be the fire to prevent the unequal admission of air to the firebox.

You have noticed how easily an engine steams when leaving a terminal: The fire is clean and bright, and when the firebox door is opened the light is so intense as to blind you; sufficient air is being admitted through the grates, at the proper temperature to release the gases in the coal and consume them; combustion is, therefore, as nearly perfect as we can make it. Now why can not this condition be maintained during the entire run? If it could, there would be no question but a large percentage of fuel would be saved. Circumstances doubtless have much to do with the fact that this condition is not maintained, but the engineer and fireman have more to do with it.

Now here is a road, we will say where Ohio coal is burned; this coal is uniformly clean, and being broken to the desired size before it is put into the chutes, every chance is given for the practice of economy.

But how differently these chances are appreciated by different

men. A great many make the most of the chances and practice an intelligent economy; others are careless, not appreciating the value of small things, while others follow a rule something like this: Put a scoop full of coal into each corner of the firebox, watch the indicator, if the result is not satisfactory at once give her another dose, before the first has been given a chance to burn; then the shaker is resorted to, watching the stack meanwhile for black smoke, the lack of which indicates a hole in the fire. There is a visible improvement in the steam after these operations have been gone through with, and the fireman thinks the fire was dirty; but the whole trouble is the result of following a rule. Confound these rules! They destroy our self-reliance, it being more convenient to utilize the theories of others than to analyze conditions and reason out methods for ourselves.

It is said that every rule has its exception, and I am inclined to think that with many of the rules, which are laid down for the guidance of enginemen, the exceptions predominate.

Another cause of heavy firing is the anxiety of the fireman to keep steam up to the popping point; his engineer insisting on being furnished with the maximum when he well knows that many times in the course of the trip a reduction would have done the work as well, besides giving the boy with the scoop a chance.

It would be well for you who have just been promoted to put your firemen at their ease in this respect; give them to understand that a fluctuation in the pressure will make no difference at times; it will have a tendency to prevent crowding the fire. With a poor steamer, or when leaky flues or steam-pipes make it difficult to keep the supply up to the demand, you are put in a position where you can show your judgment by economizing in energy; you have none to spare.

Got a meeting point to make, with a scheduled train, down the road somewhere; getting anxious now with a tendency to increase the speed. This won't do, the supply won't admit of it. The fireman takes in the situation and becomes as anxious as you are; he is your main support now; he knows it, and tries to be equal to the emergency. You are both placed, relatively, in the same position, with a tendency to crowd the capacity of the engine. Don't do it! Reserve your energy until nearing the meeting point, even though you may be compelled to run out a flag to protect your train. If you become "rattled," you will probably run out of steam and water just when you need them the worst; and your fireman will become disgusted after his fruitless attempts to furnish you with steam which you don't know how to use. Here is a case where you are compelled to work under discouraging circumstances; all that is necessary is a cool head to think and act; the principle of economy is also involved; if you waste energy, you waste coal; and this same principle, if not the measure of your success, at least determines your standing as a valuable man. What you save, you earn above your wages. When we consider that, under the most favorable circumstances, 95 per cent. of the energy in a pound of coal is wasted, we are constrained to speculate on the unnecessary waste of the other 5 per cent.

## GREATER SAFETY FOR EMPLOYES.

BY WILLIAM WEILER.

The so-called "Car Coupler" bill has passed congress and has become a law. Its scope is really much broader than its name would seem to indicate, for it not only compels the adoption of a coupler which can be coupled and uncoupled without going in between the cars, but it also has sections which provide that locomotives must be equipped with driver brakes and the necessary appliances for operating a continuous brake on the train, so that the engineer can control the trains without the aid of hand-brakes.

Another section of the law deals with hand holds or rails at the end of the cars, compelling their general use. Most companies have made some attempt at this, but those that have not will now be forced to use them.

A standard height is also to be fixed for the drawbars, for the most prolific source of danger in coupling is the unequal height of the drawbars which often over ride each other and allow the end sills of the cars to squeeze the life out of the unfortunate victims of a systematic neglect, for a standard has been adopted over twenty years ago, only to be entirely ignored by many of the companies, or rather of their officers, for in many instances the matter has been left to the car builder, who uses his own sweet will about the matter, thus putting lives and limbs into jeopardy, which it should be his aim to protect to the best of his ability.

While the law encountered some opposition its provisions appeared so just that our senators and representatives gave it a fair majority, and as the corporations are ever ready to advise their employes to be law-abiding, it is hoped that they will set an example in this matter. No fair minded railroad management will refuse to comply with the provisions of this law, for the exigencies of the times demand driver and train brakes to control the ever increasing number of trains rushing over the tracks at an ever accelerating rate of speed. The loss of much valuable time lost in making couplings is also no small factor in railway practice, for a few minutes lost in this manner often means a wreck and the loss of thousands of dollars. From an economic point alone any progressive railroad manager will find that these improvements will pay, without taking into account the lives and limbs of its employes, for which they are to be held accountable if they fail to comply with the law.

It appears that a recent discussion of the New York Railroad club was right in line with the ideas expressed in the April MAGAZINE, that we were checking up the draft passages by too many obstructions. The assertion was made that locomotives had been run by several parties present, that had no spark arrester device at all and that they gave good satisfaction. If this be the case why could it

not become universal practice? In the netting in use with the diamond stack, hardly one-fourth of the space is left for the passage of the exhaust with its air or gases and as a consequence it must rush through these spaces at four times the velocity that it would if it had the whole of the area of the netting. It would seem reasonable to believe that if the air was admitted to the fire more freely by wide spaces between the grates, that if the nozzles were then enlarged, and the stacks cleared of all obstructions we might have a locomotive "easy on her fire," yet using up the fuel to the best advantage and reducing the spark nuisance to a minimum. It may not be possible to entirely overcome it, for even the best arrangement out allows many of the sparks to escape. There is not a great deal of difference in the number of sparks thrown by a diamond or a straight stack, but the adherents of the straight stack say it is best "because the sparks go up so high that they cool off and become harmless before they again reach the ground." If it should be possible to do away with the sharp exhaust, railroading would lose some of its charms, for it seems that the trained ear is ever on the alert to catch the music of its rhythms, but we would have to solace ourselves with the reflection that the fireboy is having a better time than he ever had and that the company is saving money by it, with which to pay us better wages.

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A dirty smoky chimney may be cleaned in a very easy manner by putting a small handful of sand into it, then holding one end closed with one hand filling it nearly full of water and giving it a few shakes and then rinsing out with clean water. By rubbing the outside with your hand to which some of the sand naturally adheres you will also be able to give the outside the same polish. Having invented and practiced this method over ten years, I can say that there is nothing else that equals it for cleaning chimneys. It ought to be done several hours before you intend to light up so as to be sure to have the water drained off and the chimney restored to its natural temperature, for if it is not, the sudden and unequal expansion of the parts nearest the flame will cause it to crack.

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#### DEFINITIONS.

MR. EDITOR:—I have noted, with much interest, the various definitions which have been given by contributors, in answer to the question, "What is an eccentric?"

Mr. Knapp says, "It is a circle within a circle, or any round or oblong circle with a round center, to which it is fastened."

I did not know that circles were divided into classes, as to shape. In an article on eccentrics, in January MAGAZINE, some one gave

good definitions; but again, in the March issue, Mr. Knapp appears to uphold *his* definition. I think he could have saved a great deal of note paper and lost less sleep if he had either taken Mr. H. H. F.'s advice and accepted Webster as authority, or, in forming his own definition, followed out the requirements of a definition.

To have a correct definition we must know what a definition is; the logical definition of which is, the approximate genus et differentium. No one has disputed the statement that an eccentric is a circle within a circle; which, in one light, is correct. But could we not improve upon it by saying, "an eccentric is a disk (representing the genus of our definition) fixed to an axle or shaft, the center of which does not coincide with that of the disk; (this represents the differentia of our definition) the throw of the eccentric being twice the distance between the two centers."

My object in writing is not to offer a better definition than has already been given, as I feel that is impossible, but to bring to mind a rule which any one will find to be of practical use in the formation of any kind of a definition.

NICKERSON, KAS.

C. E. Matthews.

### ANSWERING MR. KNAPP'S QUESTIONS.

MR. EDITOR:—Each issue of the MAGAZINE is full of good things, and I am glad to note the wonderful improvement in the Mechanical Department since last year. If Mr. Weiler had read my article on high speed closely, he would remember that I tried to point out the difficulty of maintaining a high rate of speed regularly. The Jersey Central engine, No. 385, to which Mr. Weiler refers, made a remarkably good run for a short distance, and I have known our large passenger engines on the Philadelphia division of the B. & O., to run a mile in 40 seconds with four large Blue Line cars; and now the question is, can we maintain that speed regularly?

I was much interested with Mr. Pray's suggestion of a question box; but I cannot agree with Mr. Borland's plan for operating the same. My plan would be to send the question to the Editor and sign full name, as I believe no fireman who is anxious to learn would object to signing his name. Then let the answer be published in the next succeeding issue of the MAGAZINE, signed by the person's name who answered, or his initials, whichever the Editor would choose to publish.

Thos. P. Knapp asks some practical questions to which I hope he will receive many answers.

The object of placing the link saddle pin out of the center is to overcome the error caused by the angularity of the main rod. When the piston stands in the center of cylinder, the length of the main rod is the distance from the center of wrist pin to the center of driving



axle; now if the back end of the rod should be raised or lowered, it would fall short of the top or bottom quarter; the distance it falls short depends upon the length of the rod. The longer the rod the nearer the saddle pin could be placed to the center, as a longer rod reduces the angularity and as a shorter one increases it. In the back stroke the piston will be past the center of cylinder when the crank pin reaches the quarter, and in the forward stroke the crank pin will reach the quarter before the piston has attained half travel, and to remedy the difference of travel for an equal distribution of steam the saddle pin is set back, or out of the center.

I cannot answer Mr. Knapp's second question as I never saw oil disappear as he speaks of.

The engine Mr. Knapp speaks of might be filled up, providing there was another engine to haul the dead one up the track, plug the whistle, cylinder cocks and relief valves with waste, and as the piston would draw the air out of the boiler a vacuum would be formed and the water would then run through the feed pipe to the boiler. I have never seen this tried, but have heard of it being done. I wish the fireman who is stuck on an air-brake question would send it to the MAGAZINE, as some one might answer it and many of us might be benefited by it. I think the Editor lends the columns of our MAGAZINE to improve our knowledge about the locomotive instead of guying one another.

*Walter C. Garaghty.*

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### QUESTIONS ON BREAK-DOWNS.

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MR. EDITOR:—I would like to ask a few questions through the "Mechanical Department" of the MAGAZINE for my own information.

1. Suppose you were out on the road with twenty cars of stock, and your engine broke left go ahead eccentric and right link so that they could not be used, how would you fix engine so as to bring train in without assistance?

2. If tires were broken on both back driving wheels on a six-wheel connected engine, how would engine have to be blocked up, or fixed, so as to get in and stay on the track?

3. If you lost the shoe wedge and binder brace from right middle driving box on a six-wheel connected engine, how would you fix engine to run in?

4. If your engine died out on the road, and you had no pump, (only two injectors), how would you fill her up without bailing?

5. Suppose you broke out both forward cylinder heads, how would you get in alone?

6. What difference is there between a passenger and a freight air-brake triple valve, excepting size of receiving and releasing ports? Is there any?

*W. M. Pipkin.*

## DAMPS OR SWEATING LOCOMOTIVES.

**MR. EDITOR:**—There has been very little written on this subject, and why locomotives have “the damps” is very little understood by either the firemen or round-house men. We notice, when a locomotive has “the damps,” that the atmosphere is heavily charged with moisture; the temperature is several degrees above the freezing point; and the boiler has been washed out and filled with cold water. Now, the water in the boiler is colder than the atmosphere, and the moisture in the atmosphere, coming in contact with the cold walls of the firebox and flues, condenses and forms in drops of water. You have noticed the drops of water, which, in warm weather, adhere to the outer surface of a pitcher filled with cold water; the water in the pitcher is colder than the atmosphere, and the moisture in the atmosphere is condensed upon the outer surface of the pitcher. You have also noticed the same thing on engine tanks. When the fire-builder opens the firebox door to fire up this engine, he sees the water running in little streams down the walls of the firebox; he has no appliances to force a draft. What shall he do? This is what I used to do when building fires, a few years ago. First, start the fire and raise both dampers; then if the engine has an extension front, remove the cap from cinder pipe, and hand-cap from opposite side of smoke-box. You ask, why do you do this? The smoke-box is filled with a gas known as “fire damp.” This gas is sometimes found in deep wells and mines, and what we want is to get it out of the smoke-box; this is done by getting a circulation of air through the smoke-box. After removing the caps you will notice the smoke pouring from the openings, and if a torch is held within three or four feet of, and on a line with the cinder pipe, it will be extinguished. In fifteen or twenty minutes smoke will cease to appear from the openings, now hold your torch to the cinder pipe and the blaze is drawn into the opening; you have created a draft and the gas has disappeared from the smoke-box. Now replace the caps, tap the netting with a stick of wood, and drop the dampers. You ask how does this mysterious gas get into the smoke-box? I have read nothing, so far, which explains that problem. These facts we do know; first, the atmosphere is thickly impregnated with moisture; second, the boiler contains water colder than the atmosphere; third, the moisture in the atmosphere comes in contact with the cold walls of the firebox and flues and passes into the smoke-box, and the gas is generated. Now here is a chance for some older head to explain to us this mysterious gas.

NEODESHA, KAS.

*James R. Young.*

At a recent public dinner Neal Dow referred to the absence of wine from great banquets, which nobody remarks now, as it is a matter of course, and it has perhaps been this which has brought about the change for the better in the condition of workingmen. Nobody but a man like himself, who has seen both times, can realize what a complete change has come over all people in this matter.

## CLINKERS.

There are a certain class of men who sometimes become locomotive engineers, whom the creator never intended should become associates of their fellow men.

Shakespeare has described these people much better than I could; here is what he says :

"There are a sort of men, whose visages do cream and mantle like a standing pond; and do a wilfull stillness entertain, with purpose to be dressed in an opinion of wisdom, gravity, profound conceit; as who would say, 'I am Sir Oracle, and, when I ope my lips, let no dog bark!' I do know of these, that therefore only are reputed wise, for saying nothing; who, I am very sure, if they should speak, would almost damn those ears, which, hearing them, would call their brothers, fools."

There are certain occupations in which such persons may engage and succeed in going through life without making any one feel miserable but themselves, or their family, if they are so unfortunate as to have one.

But, put one of such men on the right hand side of a locomotive, and you have him in a position where his disagreeable qualities shine forth in all their hideousness; he's a first-class Jonah.

I can't imagine a more thoroughly disagreeable task than firing a locomotive, day after day, for such a man, unless it was passing coal to the devil for the purpose of heating the oven in which I was to be roasted.

I endured the companionship of such a man for a period of full six months, in the early days of my career as a fireman, and the thoughts of the misery I endured during that short period of time will, I verily believe, remain with me to my dying day.

There is no use of going into details concerning this breed of engineers; it's a mighty lucky fireman, or one who has been a very short time in the business, who hasn't had some experience with them.

Some men are born with this disagreeable quality implanted in their nature; they are to be pitied, rather than censured, and the worst thing we ought to say about them is that it is a pity they didn't select some occupation other than locomotive engineering as a means of livelihood.

Others acquire the habit of making themselves disagreeable, by long association with those who have the habit fully developed, and those are the ones who should be censured; the fireman who is naturally a sociable, obliging and gentlemanly fellow, can't afford to allow these qualities to be trained out of him.

The fireman who is so unfortunate as to become the side partner of one of this breed of engineers, should either knock him on the head with the coal pick and drop him over the right of way fence, or else quit him.

## SOME THINGS TO REMEMBER.

The following questions and answers are taken from *Locomotive Engineering*:

G. B. Ashland, Ky., asks: 1. Please tell me how to locate knocks or pounds sitting upon the seat-box while engine is running; that is, how shall I know the difference between wedge knock or pound and knock in consequence of loose brasses? 2. How shall I tell whether front-end brass or back brass of main-rod need filing? 3. How can I tell which side is lame without measuring valve-stem? 4. How to know whether it is valve blow or packing in cylinder down and to locate which side blow is on? A. 1. There are altogether too many men who want to take care of their engines and inspect them "while sitting on the seat-box." There is a trite old saying, "Naething is got wi'out pains, except dirt and lang nails." Take pains to inspect and examine your engine. The easiest way to find whether a box is pounding on account of a loose wedge or on account of a loose brass, is to block each side of the wheel and let some one give the engine a little steam and throw the reverse lever back and forth while you watch the box. 2. Notice this while testing box, the front end makes a very sharp and distinct pound while passing centers, and once started will wear very fast. 3. All depends on what causes the lameness; you can generally tell if a valve is admitting steam evenly at each end of the stroke by moving very slowly and noting steam at cylinder cocks. 4. If you put your reverse lever in the center and the pin on the suspected side on the quarter (cross-head in center of guides) the valve will cover both ports; leave the cylinder cocks open and admit steam, if any appears at cylinder cocks the valve leaks. If it don't blow test the piston by blocking engine in same position and putting reverse lever in forward corner: this will admit steam to the front side of the piston. If steam appears at the back cylinder cock the packing is down. A valve blows quite steadily, while packing down causes a roaring blow while steam is on; an experienced man can usually tell one blow from the other from the cab, especially if it is bad.

D. O'B., Mancelona, Mich., asks: 1. What is to prevent a Nathan light-feed lubricator from cross-feeding? A. The condensing chamber is separate from its cup, and there are two balancing tubes, one for each side; there being no passage for the oil from one sight-feed glass across to the opposite oil pipe. 2. About what candle-power is an ordinary headlight? A. The flame is about 24 candle-power; the reflector intensifies and directs all the light in one direction, making the light many times stronger. 3. How can the steam in an injector overcome the friction in the pipes and still feed water against the same steam pressure? A. This is a question of dynamics; the steam itself could not re-enter the boiler, but it has picked up water, which has weight, and forced it against the pressure within the boiler; it is somewhat in the nature of a blow. 4. About what would be the cost of a 28-ton narrow-gauge mogul locomotive of the common build? A. From \$3,500 to \$4,000.

E. E., West Shore, writes: The articles on valve-setting have got up quite an argument here in the shop among valve-setters, some claiming that in running over the cut-off and finding it necessary to change the valve for one motion that both forward and back blade of eccentrics should be changed an equal amount or moved the same distance. Which is the proper method? A. You certainly would not move both eccentric blades to rectify an error in one motion. It often happens that the easiest way to equalize cut-off is to throw the back-up gear "out" a little to help the forward gear. Each are treated separately in valve-setting.

J. D. R., Wolfboro, N. H., writes: Where does the most strain come on a locomotive boiler under steam? A. At the mud-ring. 2. In a train of twenty cars, which pin does the most strain come on when pulling up hill? A. On the front pin.

# WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER, INDIANAPOLIS, IND.

## WOMEN WAGE EARNERS.

A communication appears in the March number of the *MAGAZINE*, signed "M. Crowley," which touches upon several important questions and reaches conclusions that admit of some difference of opinion. The writer expresses himself with considerable warmth in regard to women who underbid men in the matter of salaries and thus take the places away from the latter. He thinks that by lowering salaries, women make it impossible for men to support families and they are therefore responsible for so many bachelors. At the beginning of this discussion let us get one fact clearly before us, *viz.*: that women have a right to the same opportunities of earning a living that men have. It has taken the world a long time to evolve this simple point of justice, indeed, it is not yet fully recognized. Men are complaining on every hand that "women are entering their field of labor." How does it happen that this field belongs to men? They have no warranty deed. There is nothing on the records to show that they are entitled to sole possession. The fact of having occupied it does not give them either legal or moral rights, when somebody, whose title is as good as their own, puts in a claim for a portion of it.

Men have had a monopoly of the remunerative employments so long they have come to believe that they have an inherent right to them, just as they have to life and liberty and the pursuit of happiness. When women, who have been looking through the bars with longing eyes at these green pastures, muster up courage to climb the fence, the men cry out, "Keep off of our reservation. Go back to your dishwashing and knitting." The women answer, "We want money, for our needs are pressing. There is no pay in what we have been doing. Let us come over and work with you." The men say, "Keep away and let some man furnish you with the money." Well, to make a long story short, in some cases there is no man responsible for the support of these women, in others the man who ought to care for them will not do it, or is not able to do it. Necessity presses them hard; others are dependent upon them; they are capable and ambitious, they look over into the productive fields of paid labor; the faint spark of independence and self-assertion, so long crushed and smothered, blazes up into a flame; they throw down the bars and rush in; they will never go back; these fields no longer belong exclusively to men; henceforth they must divide the work with the new laborers.

Women have now become bread winners; they have entered into the race where the strong succeed and the weak go to the wall. The

revolution has been a great, although a bloodless one. The world must learn to adapt itself to these new conditions. Business knows no chivalry, competition is no respecter of sex. Here is a new element, woman, seeking not to drive men out, but to secure a place for herself. Men are in possession, they have proved their capabilities; women are an untried factor. Employers of labor are not going to make any experiments, that may be a failure, unless they see a possible gain in them. Obviously there is but one way for women to get even so much as a trial and that is to work for lower wages. On this basis employers will give them a chance; on any other they will not take the risk. When she has secured her position the woman knows that always there is a man waiting to take it, that the fact of her being a dependent woman will not prevent his doing it, that her safety lies in accepting, without protest, wages lower than a man will work for. Women are accustomed to small economies, to self-denial, to making one dollar do the work of two, so she struggles along on her meager salary because it is that or nothing. This is not because she has any animosity to the man, but simply through the instinct of self preservation.

That this has a demoralizing effect on wages in general cannot be denied. As women become better equipped for work they will enter practically all fields of labor, and there will be no employments, except those requiring great physical strength, where men will not have to meet this competition. No remonstrance on the part of men can prevent this situation. The only thing for them to do, therefore, is to face it and to find a solution for the difficulties it presents. The vast majority of men and women will marry, and, after marriage, the husband will support the family by his labor and the wife will remain at home and care for the house and children. Are these men perpetually to have their wages lessened through the competition of women? Many years of careful study on the part of the writer of this article have confirmed the belief that there are but two ways to put a stop to this ruinous underbidding by women: first, by admitting women into full membership in all of the trades unions and labor organizations; and second, by extending to them the right of suffrage.

The scale of wages among men is made and maintained through these organizations. If they were not bound by fraternal ties to stand together in this matter, and if it were not made a disgrace not to say a crime, for a man to take another man's position at less pay, the whole structure would go to pieces and utter demoralization of wages would follow. If women were made members of these unions, with a fixed scale of wages and the assurance of protection and support in case they resisted the attempt of their employers to lower them, and if all working women were brought into these organizations, it would have a marked effect in preventing this underbidding. But there are many obstacles in the way of this scheme. The occupations in which most women are employed are such as have no unions, those of book-keepers, clerks, stenographers, type-writers, etc. The labor organizations would include those only who are employed



in the mills and manufactories. Another drawback would be the difficulty of getting women into unions. They have not learned the value of organization, or how to work together. A man expects to work for a living all his life and therefore he wants to acquire the standing and the strength in the world of labor which comes from associating himself with those in his own line of work. Railroad men, iron workers, miners, carpenters, each class of workers desires the power which comes from co-operation and the many benefits of organization. Women, on the contrary, have the idea that their work is only temporary, they will drop it as soon as they marry, and they will manage to get along somehow until they give it up entirely. Another very serious obstacle to the forming of trades unions among women is a certain feeling prevailing among many of them that they do not wish to make public acknowledgment of the fact that they are working women. There is also a great body of unskilled labor among women which could scarcely be classified or organized. Therefore, while it undoubtedly would be to the advantage of men engaged in occupations where they have to meet the competition of women, to bring the latter under both the restriction and protection of their unions, yet this would not wholly solve the question under consideration.

To what degree would the possession of the franchise affect this matter of wages? It is usually declared that wages are regulated wholly by the law of supply and demand. How does it happen then, that when a body of men strikes for higher wages and another body is ready to take their places even at a lower rate, the latter do not at once get the work? In all of the ordinary employments there are more laborers than there is work for them to do, and yet there is not a constant cutting of wages on this account. It almost ruined the chances of a presidential candidate because it was rumored that he said "a dollar a day is enough for a workingman." If he had made this statement in regard to workingwomen it would not have hurt him. Why? Because no woman could have replied with a vote. Workingmen could get no recognition in legislative halls if they were not able to back their demands with a ballot. Politicians do not take up the fight of the workingman through love of his cause but through fear of his vote. He can always find champions and defenders because of his political influence. Give women this same influence and they will have a weapon against oppression. If they are receiving forty or fifty cents a day the matter will be investigated and the responsibility fixed where it belongs. Every woman who joins a labor organization of men will bring to it the strength of her vote. Instead of competition there will be co-operation. It will not be necessary for women to underbid in order to secure work, because they will stand an equal chance with men, which is not now the case. We do not claim that the ballot will secure for women all that they desire; it has not done this for men. But we do hold that in a country which is maintained through individual representation, that individual who has no representation is at a great disadvantage, and, in the case of workingwomen, the workingmen themselves must suffer because of this discrimination.



Two other points in Mr. Crowley's article demand attention. In the first place, it is doubtful if there is any perceptible decrease in the number of marriages, notwithstanding all that is said and written upon the subject; but, granting, for the sake of argument, that the number of bachelors is increasing, it would be difficult to prove that it is brought about by woman's entering into the industrial world and thereby decreasing wages. The bachelors are found, for the most part, among men who are amply able to support a wife. The truth is that the modern man himself has formed luxurious tastes. He likes his club, his horse, his good cigars, high living generally, and he is not willing to sacrifice any of his personal comforts for the sake of a wife and a home. It is not that his wages will not permit him to support a family, but rather that he prefers to spend them on himself. The last census shows that there are a million and a half more men than women in the United States, and therefore a large number of men are compelled by necessity to remain single. The most probable reason, however, for this increase of bachelors, if there is an increase, lies in the fact that the women themselves are in no hurry to marry. There was a time when a girl was practically compelled to marry as soon as she was old enough. She was a consumer, not a producer, a burden on father or brothers, which they expected to transfer to a husband at the proper time. She married to be supported, and very often, it may be believed, from necessity rather than choice. This situation is now changed. Women have become self-supporting and independent and are not compelled to marry for the material considerations of food, clothes and shelter. They can take their time to think it over and the sensible ones will not marry unless by so doing they will better their condition. People are too apt to come to the hasty conclusion that men are bachelors because they do not want to marry, while the truth is, that in many instances, it is because the women do not wish to marry them.

Lastly, men are somewhat rash in their assertions that "girls have no one to work for but themselves," and that "they spend all they earn on clothes." There are unnumbered thousands of working women who have others dependent upon them, who are supporting old fathers and mothers, helpless brothers and sisters, and little, fatherless children. Indeed the woman who has no one but herself to take care of is the exception; there are probably no more of them than there are of young men who have only themselves to support. One reason why they appear well dressed is because women use money more judiciously than men and do not spend in drinking and smoking and betting and other excesses enough to clothe themselves. Another is because they sit up into the small hours of the night ripping and turning and washing and making their dresses, and practicing small economies that men, as a rule, know nothing about. In regard to the charge that women spend all they make on finery, the savings banks and the building and loan associations tell another story. Their books bear the names of thousands of women, of the vast majority of working women, indeed, whose wages will permit

of even the smallest saving. It is the natural disposition of women to want to lay by something for a rainy day.

These charges, which we have tried in a measure to disprove, have been made so long and so recklessly that thoughtless persons are apt to accept them as true. If any statements have been presented in this article with which our readers disagree we will be glad to publish their views upon these questions.

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## DAILY ITEMS.

When this number of the *MAGAZINE* reaches our readers, the Columbian exposition will have been thrown open to the public. It is appropriate that this new hemisphere should make the grandest exhibit the world has ever seen. It is gratifying to feel that we cannot be surpassed. It must be remembered, however, that all the nations of the earth have contributed to the success of the fair. Equally as important as the magnificent material exhibit will be the series of congresses to be held during the entire six months, which will call together the greatest parliament of intellects ever assembled. These congresses will consider the topics of religion, law, medicine, politics, music, art, literature, mechanics, agriculture, suffrage and many other vital questions, which will be discussed by the leading men and women of the age. We extend the wish that every one of our readers may be able to spend some time at the Exposition.

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Governor Lewelling, of Kansas, has signed the bill providing for a submission of a woman suffrage amendment at the next general election in November, 1894. Of course the women will not be permitted to vote on the subject themselves, but must stand around like a poor boy at a frolic and see whether the men, white and black, native and foreign, educated and illiterate, gamblers, saloon keepers, etc., will kindly permit them to exercise the right of an American citizen. The Minnesota senate has passed a bill giving municipal suffrage to women. The Arizona house of representatives has passed a bill giving full suffrage to women. The municipal suffrage bill was defeated by a small majority in the Massachusetts house, although 100,000 women petitioned for it. And yet men will keep right on saying that when a sufficient number of women ask for suffrage they will get it. If they would state the exact number, women would have something for a guide. One hundred thousand in one state seems a good many to be refused.

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Professor Maurice F. Egan says, in the *Pittsburg Catholic*, that the reason so many young women of that faith marry Protestants is "be-

cause Catholic young men, as a rule, are inferior to the women in education and cultivation, and it is not to be expected that girls will marry their inferiors." The *New York Independent* declares that this is not a peculiarity among Catholics, and further observes, "We fear the chief reason why so many young women delay or neglect marriage is because they do not find young men who are their equals." If women themselves said these things they would not sound well, but when they come from two prominent newspapers, it seems as if there must be some truth in them.

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Previous to the recent inauguration ball, an enterprising Washington newspaper sent out a large number of cards to the ladies asking for a description of the toilets they expected to wear. Seven thousand replies were received. And yet the next morning all of these seven thousand women doubtless declared that they "did wish the newspapers would not give them personal notices."

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Miss Louise Aldrich Blake, daughter of an English clergyman, has just won the highest honors ever gained by a woman, "double first," in the examinations at London University. No wonder some of the doctors object to a woman's entering the profession. They would not enjoy sitting on a back seat when a woman was perched up on the front.

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## TO OUR CONTRIBUTORS.

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"A Carman's Wife," Marshall, Texas; "N" Monroe, La.; "A Fireman's Sweetheart," Butler, Ga; and several others, contributed to the waste basket this month by failing to sign their names to their communications. Please do not write and ask that an exception be made in your case. The rule is inflexible. If it were disregarded for one it would have to be for others.—Mrs. J. B., Tyler, Texas; the lines you send on the death of a friend cannot be used unless we know the name of the author.—Some of our writers do not understand that when they put a title at the head of their communications they must not be written in the form of a letter. We receive them, for instance, entitled "Spring," and the writer tells us that she has intended to write for some time, that she enjoys the *MAGAZINE*, that she hopes this will not reach the waste basket, and that she sends her love to all the boys. Take your subject and stick to it, as if you were writing an article for a newspaper or an essay to read before your club. It is just as easy as letter writing when you get accustomed to it.—We would like articles on summer house-keeping, the care of children in summer, reading and recreation suitable for hot weather, and other seasonable topics.

# THE MAGAZINE.

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MAY, 1893.

## LABOR ORGANIZATIONS, STRIKES, COURTS AND LAW.

Judge Billings, of the United States Court for the Eastern district of Louisiana, recently fulminated a decision against the Workmen's Amalgamated Council of New Orleans, of special and vital importance to workingmen throughout the country.

The case with which the ermined Billings wrestled grew out of a disagreement as to wages and hours of labor between warehousemen of New Orleans and the principal draymen and their subordinates. The facts showed that the wages were degradingly low and the hours of work shamefully excessive, and that the employers resisted every peaceable effort on the part of the men to establish justice and fair dealing. Having exhausted all the means at their command to adjust the trouble and failed, they concluded to strike. The cause being just, the workingmen of New Orleans sympathized with them and therefore the Amalgamated Council of New Orleans issued a call to all union men to stop work and assist with their presence and open support, the purpose being to impress upon all concerned the fact that all the labor unions in New Orleans were united. This call on the part of the Amalgamated Council alarmed merchants and business men, for they saw it would have a serious effect on business—in a word that it would put a stop to business—but, instead of agreeing to pay fair wages, and require a less number of hours for a day's work, they fly to the courts where they find a judge ready and willing to do their bidding, and the judge immediately finds some sort of a law in the interest of capital and opposed to labor, and in this case the act of congress upon which

the judge based his decision was declared "to protect trade and commerce from unlawful restraint and monopolies," being the Anti-Trust act.

The persons who appealed to the judge, made a grand flourish of alarming statements. They "alleged in substance that there was a gigantic and widespread combination of the members of a multitude of separate organizations for the purpose of restraining the commerce among the several states and with foreign nations, and that in consequence thereof, the whole business of the City of New Orleans was paralyzed."

In such statements the alarmed merchants and business men, declare, unwittingly perhaps, a fact of tremendous significance that it is labor and only labor that carries forward the business enterprises of the country; and yet, when labor impoverished and oppressed, seeks, by the only means at its command, to secure justice, the courts are called upon to strike it down in the hour of victory and return it to its old conditions of toll and degradation. Such appeals and such decisions are full of danger. They unite workmen closer in the bonds of union, as does tyranny always and everywhere, while it intensifies their hostility and hatred of despotism; and when the day comes, and it seems to be coming, that workmen must hold their council in secret places to deliberate upon their rights and the wrongs to which courts or caltiffs of any rank subject them, the time will have come to write the epitaph of the republic. Judge Billings doubtless chuckled over his decision and employers took delight in seeing their employees intimidated and crushed; but should the time come when an Amalgamated Council, not of New Orleans, but of the country calls out union men to assist with their "open support" these wronged fellow-workmen, Judge Billings and all other judges will find their orders dethroning the rights of workingmen of as little avail as would be a tin whistle in drowning the roar of Niagara, or a straw in staying the gulf stream.

Council for the workmen presented to Judge Billings numerous and cogent reasons why his restraining orders should not issue, all of which the judge brushed aside, deciding that the provisions of the Anti-Trust act supplied him with all the law he wanted. He said:

"I think the congressional debates show that the statute had its origin in the evils of massed capital, but when the Congress came to formulating the prohibition, which is the yardstick for measuring the complainant's right to the injunction, it expressed it in these words: "Every contract or combination in the form of trust or otherwise in restraint of trade or commerce among the several states or with foreign nations is hereby declared to be illegal." The subject has so broadened in the hands of the legislators that the source of the evil was not regarded as material, and the evil in its entirety is dealt with. They made the interdiction include combinations of labor as well as of capital;



in fact all combinations in restraint of commerce without reference to the character of the persons who entered into them. It is true this statute has not been much expounded by judges, but, as it seems to me, its meaning as far as relates to the sort of combinations to which it is to apply is manifest, and that it includes combinations which are composed of laborers acting in the interest of laborers."

Here then, a labor organization becomes a Trust within the meaning of the law, and is therefore unlawful, and workmen are capitalists within the meaning of the law, and in combining their capital become law breakers. It is no wonder that judges are sensitive about "contempt" since by all the gods, if contempt were ipecac, the judges are supplying enough to vomit the world.

#### A DANIEL COME TO JUDGMENT.

The *Railway Age* comes to the rescue of the railroads in grand style. It jumps on to the switchmen, metaphorically, with both feet, and its boots are iron-clad, spiked toe and heel. It kicks like an army mule, paws dirt like an irate bull, and cavorts like a warhorse whose neck is clothed with thunder. Hear it:

If ever there has been a time when it was necessary for the railway companies to stand together, they must stand together now to resist the demands of the switchmen of Chicago for an increase of pay. There is no principle involved in the demand; no justice in it. Switchmen are not poorly paid to-day. They are well paid, and there is no excuse or reason for a demand for higher pay now, except the belief that the time is favorable for compelling the railways to yield to it. Not only would there be no justice in the railways granting the demand, but there would be gross injustice. The officers and managers of the railways are in control of properties which do not belong to them and whose revenues are not theirs to do with as they please. The railway properties belong to about 2,000,000 individuals who are stockholders; and it is these 2,000,000 stockholders to whom justice must be done. To sacrifice their interest now in according to this demand would be cowardice and breach of trust. It is true that a general strike may follow the refusal of the switchmen's request; and strikes are always to be deplored. But there are times when peace is shameful, however costly war may be. And there are times also when war is less costly than peace.

The clarion voice of the *Railway Age*, advising "the railway companies to stand together" against the Chicago switchmen, is so much wind thrown away, unless the railway companies are engaging trade winds to blow them up and to blow switchmen down. If the *Railway Age* blows for a fee, then, indeed, it is entirely in consonance with the *Age*, in which money inaugurates public debauchery, gilds vice to attractiveness and so transforms men that they wear corporation collars and regard them with special pride as decorations, seemingly unconscious of their debasement.

The business of switchmen has been pronounced by the highest railroad authorities as the most perilous in the railway service, and the employment of "barbers" and "farmers" at Wann, Illinois, because their services could be had for small compensa-

tion, resulted in an accident so horrifying as almost to defy description, the responsibility for which, a committee of the Illinois legislature fastened upon the management of the road and charged it directly to the employment of incompetent switchmen. The loss to the road, when the dead and mangled obtain compensation, through the courts or otherwise will approximate \$300,000 and possibly more, and would have sufficed to have paid competent switchmen the difference between decent and degrading wages, at least forty years. Possibly the "stockholders" will think far more harshly of the management than of the switchmen, and conclude that their interests depend largely upon the employment of competent men, a fact, which the *Railway Age* might profitably consider.

But the *Railway Age* wants all the brotherhoods wiped out effectually. It deplores strikes, but with all their cost and sacrifices, deems them vastly preferable to paying fair wages. Its hostility to organization, like Nebuchadnezzar's furnace, is seven times hotter than usual. It out Corbin's Corbin. It says:

The railways have yielded too often of late to demands for higher wages. The line must be drawn somewhere and a stand made. And the place to make that stand is now—and let the stand be so firm and the railways so united that not only these few switchmen, but all the railway employees, and not only all railway employees but the people of this country, shall understand once for all that the interests of 2,000,000 stockholders are not to be further surrendered to the insolent demands of a handful of organized employees. The number of employees of the railways of this country who are organized is trivial—less than 150,000 men, even according to the claims of the brotherhood themselves. And what right have these men to dictate on behalf of the 850,000 men in the railway service? What right have they to confiscate and plunder the revenues of the stockholders? What right have they to threaten and terrorize the people of the United States? There has been too much intimidation by the brotherhoods already; too much cowardice on the part of the railway interests.

That is right. Let the stand be taken now. Let the impending crisis come. If railroad employees are to wear the badges of slaves, now is as good a time as will ever come, to fasten them on with hooks of steel. If working men are to crawl, the closing years of the nineteenth century is as favorable a period as will ever occur for them to get down on "all fours" at the bidding of the magnates. There are about 20,000,000 of them, all sovereign citizens, all have the ballot, all walk beneath the starry banner, *alias* "Old Glory." The *Railway Age* asks: "What right have 150,000 to demand higher wages?" Let the *Railway Age* proceed with its interrogatories. Let it ask, what right working men have to live without a license granted by corporations. What right have they to demand such wages as will provide men and children something better, in the way of a habitation than the lairs of wild beasts? What rights for clothing better than the hair and fur of foxes or the feathers of buzzards?

Millionaires are answering the questions and workingmen are protesting—the crisis is coming. Let it come. Railway companies will stand together, and the demand is for railroad employes to stand together. Fair wages, reasonable hours, manly treatment include about all the demands of railway employes. If such demands cannot be secured, if corporations, courts, money and the military machine, can, in combination, strike down such righteous demands, the fact may as well be known now as at a later date.

### JUDGE RICKS.

Reverence for law is a distinguishing characteristic of the American people, and to a certain extent, this homage passes to courts and to judges, hence, when the acts of judges bear in any degree the stamp of corruption, when courts no longer administer justice, when law is tortured out of shape to favor the strong and oppress the weak, a fatal blow is aimed at the rights of the people and the foundations of government feel the shock; and a corrupt judge is held to be a deadly enemy of the people. As a result the acts of judges are, as they ought to be, subjected to the severest scrutiny.

The conduct of Judge Ricks, of the United States district court, is now undergoing investigation, and honest men are of the opinion that the ermined gentleman is corrupt and totally unfit for the office of judge, and the reasons assigned for such conclusions are of a character to visit conviction upon the minds of thoughtful men.

To state the case briefly: Judge Ricks was wanted in Toledo. He was in Cleveland. To get him to Toledo was imperatively demanded by the corporations, whose interests were involved in the strike on the Toledo, Ann Arbor & North Michigan R. R. To get him quickly, first the wires were used by the corporations, and then a special train, consisting of a locomotive and one car was dispatched by the Lake Shore corporation to bring him to Toledo.

Arriving at Toledo, Judge Ricks, instead of going to the court house, proceeded at once to the office of the Lake Shore railroad corporation, where he was brought into contact with railroad officials, from whence he issued his orders, reeking with the stench of corporation influence. Placed under obligation to the corporation, Judge Ricks' orders bear the impress of corporation views of law, as certainly as if they had been issued by the corporation bearing the great seal of the incorporated body. The special train and other equally potent influences had done their work. The required orders were issued and the legal farce proceeded. Workingmen were arraigned; their rights invaded; their liberties restrained; and the disgusting program carried out to the letter.

What of this? The flagrant outrage ought

to result in the impeachment of Judge Ricks. He has made himself odious and contemptible, and labor organizations and the labor press of the country should make the demand for his impeachment so loud and strong, as to bear down all opposition.

### GRAND MASTER SARGENT AND THE TOLEDO AFFAIR.

Judge Ricks, who included Grand Master F. P. Sargent, of the Brotherhood of Locomotive Firemen, in his restraining order with Grand Chief Arthur on the boycott matter, found, by the presentation of the facts by T. W. Harper, Esq., of Terre Haute, that Bro. Sargent was outside his jurisdiction, and therefore dismissed him from further annoyance—an instance of judicial haste on the part of Judge Ricks in issuing his order, anything but commendable. It is, however, a pleasant reflection that Bro. Sargent voluntarily made his appearance at Toledo and at the proper time, Mr. Harper, who is the attorney of our brotherhood, proceeded (to use a term) to knock out his honor.

Bro. Sargent, however, is held, with Grand Chief Arthur, to respond April 15th at Toledo in a case wherein the Toledo, Ann Arbor & North Michigan Railroad corporation asks damages to the amount of \$300,000 to cover the loss sustained by the strike. If the corporation succeeds in securing so nice a plum as \$300,000 the MAGAZINE will not hesitate to felicitate the corporation immensely. We apprehend the suit is for buncombe only, though it may have some of the ear marks of bunco; but it will not be tried by Judge Ricks "in chambers," nor elsewhere, and though for a large sum of money, excites ridicule. Serenely we wait and watch developments.

We have on our table No. 1, Vol. I. of the *Weekly Advance*, organ of the Central Labor Union, of Evansville, Ind., and published by J. P. MacDonagh, Esq. In the "Tip" we notice the following:

The mission of the *Advance* is to develop a more ardent sentiment of unity, brotherly regard and fraternal feeling among all classes of united labor; to discourage factional rings, hateful discords and petty jealousies within organized ranks, which too often exist to the detriment of our interests and success; to stimulate the indifferent and tardy member to a more active and earnest interest in his organization; to urge the ever faithful and active ones to once more reach out the right hand of fellowship to the recreant and backslider and rescue him at all hazards from the evil influences which have environed him since his desertion and make him feel by every act and word that all his transgressions will be forgiven after his regeneration; to go out among the unorganized toilers and infuse them with the spirit of unionism by preaching and teaching the gospel of "the fatherhood of God and the brotherhood of man."

It affords the MAGAZINE pleasure to extend the right hand of fellowship to the *Advance* and to wish it a career of exceptional success.

## LESTER C. HUBBARD.

The *Vanguard*, under the editorial control of Lester C. Hubbard, Esq., is what its name implies, the advance guard in the new and better thought of the nation, and this better thought, because broader, and deeper, and higher, is bringing into line a vast army of men, whom the *Vanguard* is assisting to realize a "diviner civilization." Mr. Hubbard is a writer who indulges in "thoughts that breathe and words that burn," not only in the columns of his paper, but in his great work, "The Coming Climax,"—a book that should be in the hands of those who would understand the trend of events. In the number of the *Vanguard*, March 25, we read with special interest the remarks made upon the shrewdness of millionaires in their management of their affairs, as follows:

By this token we are justified in remarking that the plutocrats have shown themselves to be uncommonly deep and of serpentine wisdom in the matter of establishing positive ownership in the judiciary of the country. If the millionaires make the judges they care but little who make the laws, although in construction of statutes favorable to their special interests the plutocrats have shown themselves peculiarly expert. The great corporations of the nation have during the last twenty years expended millions on millions of dollars at Washington and the various state capitals in the purchase of such legislation as they happened to want. But the bribery and corruption of law-makers has been merely a secondary consideration with the plutocrats in their legalized pillage of the people. Their mainstay, solid support, and sure defence has consisted in the bought judges, whom they owned body and soul.

Manifestly, the hopes of the plutocrats center in the decisions of courts, and as a general proposition, they see little to discourage their expectations in such decisions.

We have received the April number of the *Railway Shop Employees' Journal*, No. 1, Vol. 2, and note with real satisfaction the progress the publication is making, as also, the rapid growth of the order, now having 125 subordinate lodges. We notice among the other good things said by Editor Anthony, the following:

The labor organizations of our country must get together. To do this some remodeling must be done. Some old foggy ideas must be given up, and some ultra-radical notions must be held in abeyance. The great obstacle in the way of obtaining the unification of the several bodies of wage workers is the supremacy which each claims for itself.

It can not be impossible, surely, for different classes of workmen to affiliate when all really have one end, and but one, in view—the amelioration of the condition of all. There is nothing antagonistic between the workman who makes \$5.00 a day and the one who makes 95 cents except the difference of circumstances. Were the common laborer given the advantages and opportunities which his more skilled brother has had, he might have distanced him in the race. But each is dependent on the other, and all must stand together, or no permanent good can be gained.

We have received a copy of *Engine Room Chat* an interesting little volume of 144 pages by Robert Grimshaw, M. E., dedi-

cated to "Throttle-twisters, wherever they may be found, with the good wishes of one who knows them, likes them and has always relied on them." The author presents "in what has proved to be a popular style, ideas which appeal to all interested in the question of power, more particularly those charged with the care of engines and boilers and their appurtenances." The book is gotten up in the form and nature of a "chat" on a large variety of subjects, some of which are happily illustrated. A good deal of quaint humor is woven into the work so as to make the subject-matter less prosy and monotonous, and we commend it to our readers as a book both interesting and instructive. The price, postage pre-paid is \$1.00 per copy and orders should be addressed to Practical Publishing Company, 21 Park Row, New York, N. Y.

## FIREMEN'S RIGHTS.

MR. EDITOR:—I desire to reply to the communication of O. N. Carpenter, which appeared on page 254 of the *MARCH MAGAZINE*. Bro. Carpenter says "the time is past and gone when an engineer may choose his fireman, or make a kick and have him pulled off." Bro. Carpenter is mistaken in this assertion. Engineers may complain the same as usual, only their complaint must now be made in writing; if a fireman does not suit an engineer, he (the engineer) will come pretty near getting him pulled off the engine, and when engineers have no recommendations for a fireman he stands a poor show of getting along. I know cases of this kind here. As to round house foremen, while they do not have the handling of the men, they handle the extra boards and men through instructions from the local chairman, and I do not think it is anything for a brother to boast of through the columns of the *MAGAZINE*. It is always better to try and promote harmony, rather than to boast of our good rules, and cause strife by so doing. While I do not believe it necessary for a fireman to tag after anybody's coat tails, nor do I believe engineers, as a rule, want firemen to do so, it is right and proper for a fireman to have respect for his engineer and not be so independent as to say by his actions "you help yourself and I will do the same."

I do not believe the engineers want to get the better of the firemen in the matter of federation, and cannot think for a moment that there is any danger in federation with them.

As to B. L. F. runners acting on boards of adjustment, Bro. Carpenter reminds me of the story of the heartless father and his treatment of his son when he became of age. It was a cold December day in a northern state; the snow was deep and a fearful storm was raging; the father said to his son, who had been a faithful boy all his life, "You are



twenty-one years old to-day, and I want you to pack your grip and get out of here, you can't stay with me any longer." So it is with Bro. Carpenter; as soon as B. L. F. men are promoted and eligible to the B. of L. E. he wants them to pack their grips and get out. I hardly think Bro. Carpenter knows what he is talking about when he makes such remarks, or else he doesn't stop to think how badly it sounds. If we, who are B. L. F. runners, should all leave the order on the A. T. & S. F. and operated lines, the ranks of the B. L. F. would be reduced in number, at least one third. Bro. H. N. Norton told me, while in Cincinnati, that, on the Southern Pacific, the B. L. F. runners were in the majority and handle the business for the men there.

Bro. Carpenter forgets that we have gray-headed men in our order who are running engines to-day; he also forgets that our standing protective board, on the A. T. & S. F. and operated lines, is composed of B. L. F. runners, with but one exception, and a more zealous, hard working set of men, for the interests of the firemen, cannot be found. Bro. J. R. Scott, as general chairman, has not an equal, and Bro. Sargent, our Grand Master, will bear me out in this. Bro. W. F. Smith, the chairman of the A. T. & S. F. proper, devotes two-thirds of his time to adjusting grievances for the firemen and is away from his home and family, at least, half of the time. These brothers are B. L. F. runners, and yet Bro. Carpenter thinks it wrong to have them on boards of adjustment. Does the record of their work look as though they were not interested in it? I am glad to know that we have but few in our ranks, of Bro. Carpenter's opinion, for if we had we should have none of those privileges which Bro. Carpenter boasts of regarding engineers and round house foremen, and the harmony and good feeling, which now exists between the engineers and firemen on the A. T. & S. F., would soon end; instead of their meeting jointly each year they would be trying to cut each other's throats.

If we were to take Bro. Carpenter's advice we should reduce Reno Lodge almost one half; we shall not take his advice just yet, but if he was a member of 258 we should come pretty near reducing our membership one. While I have the best of feeling for the B. L. E., and think it right for all runners, who wish to, to belong to that order, I do not think it right to adopt Bro. Carpenter's plan, and drive men out of the firemen's order or deprive them of the right of acting on boards of adjustment because they have been promoted.

Brother Carpenter should remember that it is men of true blue who stick to the order; they pay their dues and assessments the same as he does; and, having been in the order a great deal longer than he, are more

competent to legislate for the firemen's best interests. So long as harmony and good feeling exists among the rank and file of engineers and firemen, I don't know as it makes much difference which order one belongs to; so long as one belongs to one or the other and does what is right towards his fellow men, trying to promote harmony and good will all along the line.

I trust that this will be taken in the spirit in which it is offered—that of peace, harmony and good will. *Charles W. Arnold.*

NICKERSON, KAS.

### SOME GOOD ADVICE.

MR. EDITOR:—Being in conversation with a fireman recently, he related to me a tale of woe concerning how he was treated by his engineer. He said he could do nothing to please him, and, furthermore, he did not try to please him. I was surprised at this, as the fireman is very apt and intelligent, and also a perfect gentleman. It seems to me that there should exist a feeling between a fireman and engineer, which is anything but hatred. But in order to realize such a feeling, each must prove himself worthy of the other's confidence. Never be guilty of a low or degraded act. It matters not how trifling it may appear at first, a little, low act continues to grow as does the smallest vegetable seed. One speck upon the telescope dims the brightness of the sun, so one little, low and degraded act dims the beauty of character. By so proving yourself, you will always be respected, not only by your engineer, but also by your superior officers. It will not only make a name for you which will shine out to your fellow workmen, but one that cannot be effaced by death. It will live after death, and be remembered by all with feelings of honor and respect, though you may have been only a fireman. Don't think for a moment that because you are a railroad man you should lose self-respect, as some railroad men do, but let your daily motto be: "*Take my life but not my character.*" How many poor mothers there are who, in far distant lands, are daily and nightly asking God to guide and protect their wayward sons who have chosen so daring and dangerous a vocation. How many of us have been called to go out on cold and stormy nights, with the sleet and rain beating against the windows, and as we whirled through the lonely and dismal swamps have expected at any moment to be called to give an account of ourselves before the King of Heaven. Then let us endeavor through life to maintain a pure character and a gentlemanly principle, and by so doing, feelings of hatred will never arise between an engineer and fireman.

*Thomas P. Knapp.*

## THE PROMOTION QUESTION.

MR. EDITOR:—I entirely agree with you on all points which you so clearly brought out in your article captioned "Promotion of Firemen and Hiring of Engineers," which appeared in the February MAGAZINE.

Especially are you right in saying "The question now to be discussed is probably as delicate as any one that could be suggested, and if our views in the matter should be adopted and acted upon, the members of the B. L. F. would be required to make all the concessions and sacrifices; nothing of the kind being required of the B. L. E."

You are right; the subject is a delicate one, and yet, why should it be? If the members of our order are right minded, and fair thinking men—and they have given ample proof in the past that they are—they surely can look ahead far enough to see what the future has in store for them all unless this vexed question is settled. As you say "the firemen would have to make all of the sacrifices," but it is better for us in the long run to fire a year or two longer before being promoted in order to make the promotion worth working for. Then when we are promoted we have some assurance that our promotion is a thing which will last long enough to be of benefit to us. But here comes in an important part of this question, which I am sorry you did not touch upon. Is it fair for one or two roads to adopt the 50 per cent. plan while all other roads remain neutral? On the C. R. I. & P. they have adopted the man for man or 50 per cent. plan, which would be perfectly satisfactory if all other roads would do likewise. But think of it! you say there are 4,000 idle engineers or you take that as a basis to work on. Now shall the Rock Island make room for these 4,000 men while all other roads promote their men and add to the 4,000 idle men by occasional discharges? You see the point by this time I am sure. If all the roads in the country would adopt this 50 per cent. plan it would not take long to provide for the large number of idle engineers; but you can readily see what a great injustice it works upon the firemen of the few systems, and how small a benefit it is to the 4,000 idle men. I say let the committee you propose make a general rule for all roads in the country or none at all. Here is another part of this important question that will bear discussion; while we have 4,000 idle engineers in the country, we have an equally large number of idle firemen who should be looked after, but they are a class whom you never hear mentioned by the supporters of the theory of hiring idle engineers. Many of those who are the loudest in advocating the idea of taking every other engineer from the ranks of the idle, are the first to both advocate and practice the idea of taking a wiper

out of the round house and breaking him in to suit his taste rather than take an experienced man, because the experienced man might have ideas of his own which might conflict with those of the engineer. To promote a man and hire a man is right and just, providing all roads adopt the rule, but there should be some provision made for our idle firemen. It is surely better for the railroads to employ experienced men in preference to green men, and I surely think that if the firemen are willing to sacrifice one-half of their chances for the benefit of the idle engineers the engineers should, by right, do all in their power to have the idle firemen employed in preference to wipers or green men. I have enlarged on this subject to a greater extent than I intended, I will close with the wish that the committee you speak of may be formed and empowered to make a national 50 per cent. rule for both sides.

*E. J. Snyder.*

## NEW RESOLUTIONS.

MR. EDITOR:—No day in the year induces such a thoughtful state of mind as New Years Day. On that annual occasion we take a review of the past year, and carefully peruse the pages of individual history. To some, such perusal brings satisfaction and contentment; they have been crowned with success, and that makes life happy. To others the process of retrospection is attended with nothing but mental pain and a remembrance of many things they would fain forget. The human family is prone to err, yet its members retain the power to begin a new year with a firm resolution to do that which is noble, upright, and just. Perhaps it is easier to preach than to practice, yet all must agree that the world would be one of unrest and chaos, were it not for the good resolutions of those who have had the courage to stick to them.

From the newspaper reports one would infer that the Pennsylvania Railroad Company intends to dismiss from its service all of its employees who are members of any union. Such a purpose, carried into execution, would work serious hardships to a great many men. Look at the many thousands of dollars paid out monthly by these unions for the benefit of disabled and deceased members.

If this fight against the unions is attempted, I am satisfied both the press and the people will be with the men. However, I hope the rumor is unfounded. Here, on the Vandalia, we apprehend no such trouble. Our chief officials are men of honor, who have, in the past, done all in their power to benefit their employes. Hence, there is no foundation for a suspicion of trouble.

*C. H. Arthur.*

TERRE HAUTE, IND.

# TO RAILROAD COMMISSIONER KIRKBY, OF OHIO.

Mr. Kirkby, you cur, you betrayed the great trust  
Which the boys in their confidence gave you;  
And, as sure as the God of the lowly is just,  
From our vengeance there's nothing shall save you!

You're a lick-spittle sneak, and you bend your  
weak knee  
At the throne of our tyrant oppressors;  
But you'll find just as sure as these lines are from  
me,  
We're not slaves nor illegal transgressors.

You've betrayed us, you wretch, for your stomach  
and guts;  
You're the Benedict Arnold of labor!  
And your dupes yet are men, yes, though groveling  
in butts,  
Stricken down by your treacherous saber.

Grand Chiefs Arthur and Sargent have led us for  
years,  
They have always been faithful in trouble;  
While yourself, you base beat, have now engine-  
men's sneers,  
Which shall stalk at your side like your double.

We shall stand by our friends if all hell should  
arise  
In the fury of intimidation;  
And our foes we will seek between earth and the  
skies,  
Till we give them deserved compensation.

It were better you died ere you saw Heaven's light,  
Than to live for the shame which we'll make you;  
For we'll sink you so deep from political sight  
That the trump of an angel can't wake you.

*Shandy Maguire.*

## LEGISLATION.

MR. EDITOR:—I desire to call attention to a bill which became a law, with the approval of the governor, in the state of Minnesota, March 6th, 1898. The bill is numbered: H. F. No. 86. It is entitled "A bill for an act declaring it a misdemeanor on the part of employers to require as a condition of employment the surrender of any right of citizenship." And it reads as follows:

*Be it enacted by the Legislature of the state of Minnesota.*

Section 1. Any person or partnership carrying on any trade or business in this state, and any corporation created under general or special laws, foreign or domestic, and exercising public or private franchises therein, are hereby forbidden from requiring or demanding of or from any servant or employee, on any condition whatever, the surrender in writing or by parol, or the abandonment or any agreement to abandon any lawful right or privilege of citizenship, public or private, political or social, moral or religious, and whoever violates the provisions of this act shall be deemed guilty of a misdemeanor and upon a conviction shall be fined in a sum not exceeding one hundred dollars (\$100) and shall stand committed to the common jail of the proper county until such fine and costs of prosecution are paid, or in lieu of such fine the proper court may in its discretion sentence the convicted party to imprisonment in the county jail of the proper county for a term of not exceeding ninety (90) days.

Sec. 2. The president, the vice-president, secretary, general superintendent or other principal officer of any such partnership, association or corporation, as is named in section 1 of this act, who may direct or be a party to the violation of the provisions hereof, shall be taken and deemed as persons with-

in the meaning thereof and shall be held liable in all courts and places for a violation by such partnership or corporation of the provisions thereof.

Sec. 3. Municipal courts and justices of the peace shall have and possess jurisdiction to hear, try and determine all offenses under this act, reserving to the convicted party the right of appeal as provided by law in case of misdemeanor: and it is hereby made the duty of county attorneys in their respective counties to prosecute all violations of the provisions of this act whenever brought to his notice, and a refusal or neglect to so prosecute shall be cause for his removal from office as in case of willful neglect of official duty.

Sec. 4. All acts and parts of acts inconsistent with this act are hereby repealed.

Sec. 5. This act shall take effect and be in force from and after its passage.

It is merely a coincidence; but let me call the attention of the readers of this to the fact that on the same day "H. F. 86" became a law, the superintendent of the T., A. A. & N. M. R. R. ordered his engineers and firemen to either leave the Brotherhood or the service of the company. And yet people wonder why we have anarchy!

There is no reason on earth why we can not place upon the statutes of these United States, and of the several states, laws that are equitable, and not altogether for the interests of the plutocracy, except the fact that there are men (?), who toil for their bread, who are so wrapped or rapt up in their employer's interest (or perhaps rapped) that they will "knife" each other; and it takes mighty little "knifing" to kill a measure before a legislature.

In this connection let me relate the success of our "Three year bill" in St. Paul, at the present session.

The bill was introduced by Judge Fleming, of Brainerd, and was ably handled in the house, passing that body with 93 votes for, and one against it,—58 votes being required to pass a measure in the house. It went to the senate and was referred to the Railroad committee; which, by the way, is one of the fairest committees of either body. We were there met by the following named persons, claiming to represent the Machinists' International Union:

Geo. H. Boyd, C. M. & S. P. shops, Minneapolis. (Mr. Boyd, it is fair to state, was prominent in the organization of the Railway Employees' club (?) in Minnesota, several years ago.)

Mr. McCrea, Great Northern shops, St. Paul.

Mr. Hedge, Great Northern shops, Barnesville.

Mr. Bailey, Northern Pacific shops, Brainerd.

Mr. Anthony, C. M. & St. P. shops, St. Paul.

Mr. Hale, Omaha shops, St. Paul.

These men claimed that this was a direct slap at machinists; in the face of the fact that there is not a road in the country, having a contract with its firemen and engineers, but what has a clause governing the hiring of engineers or promotion of firemen. And

they could not deny that they were already shut out from the additional fact that master mechanics know, from experience, that machinists do not make good runners, without long terms of apprenticeship at the scoop. We beat them on every logical point; but they showed their true colors, and demonstrated that the corporations had played the well worn dodge of getting one labor organization to club another with. In my report, to the lodge of Minnesota, I shall relate this piece of history in detail.

Ernest B. Mayo.

MINNEAPOLIS, MINN.

## THE IMPORTANCE OF MORAL CULTURE.

MR. EDITOR:—The following will be enthusiastically received by labor and the friends of labor the world over:

The greatest task that lies before Christian civilization to-day is a mission to millionaires. If that mission is not attempted, or if being attempted it fails, there will be of necessity early in the twentieth century the nationalizing of these millions. The mission to the millionaire is imperatively called for alike in the interest of the millionaires, who are perishing, stifled by their millions, and of society, whose institutions languish for lack of nutriment for their sustenance. If that mission is successful the millionaire may still be ransomed. If it fails, the millionaire is lost. He may still be a rich man; but his millions will pass from his hands into those of the nation at large. The fruits of his energy, of his genius in the fields of finance will go to the credit of the nation, which appropriates without hesitation the fruits of the energy, the industry and the genius of her captains in the field of war. The nation will not be ungrateful, it will pension its millionaires as it pensions its Marlboroughs for Blenheim and Ramilies and Oudenarde and Malplaquet, or as it endows its Wolseley for his Tel-el-Keblir. But it will no more dream of allowing them to bequeath their millions than of allowing Lord Wolseley to regard Egypt as his personal property, or recognize the right of the heirs of the Duke of Wellington to the fee simple of France.—*W. T. Stead in Review of Reviews.*

In the meantime, a mission has already been inaugurated to free the working man from the slavery of pernicious habits and ruinous excesses; such as excessive indulgence in smoking, drinking, eating and the frequenting of brothels and gaming dens.

Workingmen are beginning to recognize the importance of economical habits; are beginning to see that life is what we make it; are beginning to recognize the value of the following axioms:

"He who striveth for the mastery is temperate in all things."

"Human health and happiness is dependent upon the natural exercise of our physical, mental and moral powers."

As workingmen become impressed with the importance of a higher mental and moral culture, the necessary conditions for universal peace and plenty will rapidly follow through the influence of federation of labor organizations.

What we need is level headed lecturers to

awaken interest in this subject among working men and leaders of labor organizations. We also need the organization of a new society under the banner "Friends of Labor," composed of all persons who are willing to use their influence in the cause. Make the conditions for prosperity, and prosperity will come.  
J. D. Lawrence.

## THE ROBINSON MONUMENT FUND.

The following subscriptions to the Robinson Monument fund have been received since our last report:

Richard Muret, Butler, Ind.	\$ 25
F. F. Goodsite, Butler, Ind.	25
J. H. Volkening, Butler, Ind.	25
Wm. Hoffline, Butler, Ind.	25
J. H. Wagner, Butler, Ind.	25
Hugh Witherspoon, Butler, Ind.	25
Wm. Sullivan, Butler, Ind.	25
Geo. E. Schovill, Butler, Ind.	25
Thos. Welda, Butler, Ind.	25
Alex. McDonald, Butler, Ind.	25
Jno. Tyser, Butler, Ind.	25
Chas. Lower, Butler, Ind.	25
Henry Libold, Butler, Ind.	25
Wm. Neeker, Butler, Ind.	25
W. J. Conklin, Butler, Ind.	25
Ada Euch, Butler, Ind.	25
Harry Berdner, Butler, Ind.	25
Flor Wiles, Butler, Ind.	25
Wm. Tucker, Butler, Ind.	25
Jas. Dell Martin, Butler, Ind.	25
J. D. Plow, Butler, Ind.	25
Chas. Reese, Butler, Ind.	25
Frank Garnett, Butler, Ind.	25
M. J. Heiler, Butler, Ind.	25
Wm. Archer, Butler, Ind.	25
C. A. Sternberg, Butler, Ind.	25
W. H. Weber, Butler, Ind.	25
H. G. Kreibel, Butler, Ind.	25
C. H. Faya, Butler, Ind.	25
Jno. Saum, Butler, Ind.	25
M. F. Enis, Butler, Ind.	25
Jas. Cosgrove, Butler, Ind.	25
Jas. W. Waldruff, Butler, Ind.	25
Ben. Jennings, Butler, Ind.	25
E. M. Kelley, Butler, Ind.	25
Thos. Blakely, Butler, Ind.	25
J. H. Cornell, Butler, Ind.	25
Jno. Garland, Butler, Ind.	25
Geo. Richason, Andrews, Ind.	25
Mr. Chapman, St. Louis, Mo.	25
Previously reported	908 07
Total	\$918 07

Remittances should be directed to the LOCOMOTIVE FIREMEN'S MAGAZINE, Terre Haute, Ind.

## THEY BEAT LIFE INSURANCE MEN.

"Wal," said the old man, "I never did see such a funny thing. You see, a life insurance agent came into a railroad office where I was tryin' to make rates for a carload of hosses, an' the first thing he done was to try to bunco the agent out of \$10,000 of insurance. Well, I listened for a while an' then began to take some interest in the matter. It seems that the man was examinin' doctor, an' he talked tontine and semi-tontine, an' endowment, an' old line and all such things as that, an' then he gave the man a little chance to rest. An' then the agent got in his work, an' gol darn me, if he didn't do the life insurance agent to the queen's taste. He sorter kinder refused to talk about insurance, but began ter speak about the benefits of foreign travel, an' before he had spoken for more than half an hour he had sold the life insurance man a ticket to Europe and return at the highest price on the market. I'm a hayseed, but I'm up to snuff, and dern my hide if I don't think those railroad men beat the life insurance men every time,—*Minneapolis Journal.*

# GRAND LODGE.



## ASSESSMENT NOTICE FOR MAY.

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., May 1, 1893. }

ASSESSMENT No. 37, \$2.00.

### To Receivers of Subordinate Lodges:

SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members entitled to all the benefits of the order, viz:

CLAIM No. 939. Joseph H. Miller, of Cleveland Lodge, No. 450, was declared totally disabled by Loss of Leg, November 2, 1892.

CLAIM No. 940. Edward W. Briggs, of Truckee Lodge, No. 19, died from a Tumor, January 16, 1893.

CLAIM No. 941. George Jones, of Progress Lodge, No. 105, was declared totally disabled by Loss of Leg, January 24, 1893.

CLAIM No. 942. John L. Hanrahan, of Liberty Lodge, No. 242, died of Bright's Disease, January 25, 1893.

CLAIM No. 943. James M. Watts, of Mecklenberg Lodge, No. 457, died from Scalds, January 27, 1893.

CLAIM No. 944. John Graham, of Key City Lodge, No. 106, died from injuries received in a Collision, January 27, 1893.

CLAIM No. 945. James G. Price, of Plain City Lodge, No. 238, was killed by Railway Accident, January 28, 1893.

CLAIM No. 946. George W. Frisbie, of Garden City Lodge, No. 50, died of Malarial Fever, January 30, 1893.

CLAIM No. 947. Charles W. Hoffmeier, of Fleetwood Lodge, No. 424, was killed Coupling Cars, February 2, 1893.

CLAIM No. 948. Wm. H. Gaskell, of Snow Flake Lodge, No. 298, was killed by Railway Accident, February 7, 1893.

CLAIM No. 949. J. G. Rasbury, of Sunny South Lodge, No. 148, was killed by Boiler Explosion, February 8, 1893.

CLAIM No. 950. A. A. Conn, of Royal Gorge Lodge, No. 59, was killed by Railway Accident, February 12, 1893.

CLAIM No. 951. H. R. Smith, of Sunset Lodge, No. 177, died of Cerebral Meningitis, February 13, 1893.

CLAIM No. 952. John F. Connors, of Resurrection Lodge, No. 489, died from injuries received in a Railway Accident, February 15, 1893.

CLAIM No. 953. Frank L. Chapman, of Emporia Lodge, No. 53, was Run Over and killed, February 17, 1893.

CLAIM No. 954. Homer G. Andress, of Marble City Lodge, No. 353, was killed by Railway Accident, February 17, 1893.

CLAIM No. 955. Edward Cotter, of Central Park Lodge, No. 237, was Run Over and killed, February 18, 1893.

CLAIM No. 956. Joseph H. McIntyre, of Pike's Peak Lodge, No. 218, was killed in a Collision, February 18, 1893.

CLAIM No. 957. J. T. Williams, of Custer Lodge, No. 191, died from injuries received by Falling from Engine, February 20, 1893.

CLAIM No. 958. Chas. A. Gallagher, of Fairmount Lodge, No. 333, died of Typhoid Fever, February 21, 1893.

CLAIM No. 959. Casper Medwig, of Columbia Lodge, No. 252, was Run Over and killed February 28, 1893.

CLAIM No. 960. Alex H. Rogers, of Gilbert Lodge, No. 240, died of Peritonitis, February 28, 1893.

CLAIM No. 961. George W. Thain, of Boston Lodge, No. 57, was declared totally disabled by Paralysis, March 2, 1893.

CLAIM No. 962. Dan'l Dungey, of Long Doubler Lodge, No. 334, was declared totally disabled by Compound Fracture of Hand, March 4, 1893.

CLAIM No. 963. Thomas H. Meredith, of Guide Lodge, No. 125, died from injuries received Jumping from Engine March 7, 1893.

CLAIM No. 964. Wm. J. Turney, of Rochester Lodge, No. 99 was declared totally disabled by Paralysis, March 8, 1893.

CLAIM No. 965. Dennis McMahon, of Folwell Lodge, No. 526, died of Typhoid Fever, March 10, 1893.

An assessment of TWO DOLLARS (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount for each member whose name appears on the rolls of membership MAY 1ST, 1893 (also for all members having taken a withdrawal (limited or final) after MAY 1ST, and for all members who died or were totally disabled since that date), said remittance to reach the Grand Lodge not later than MAY 20TH, 1893, as provided by Section 50 of the Constitution. Any lodge failing to make returns as above provided will stand suspended from all the benefits of the order, as per Section 52 of the Constitution.

Yours fraternally,

F. F. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

# LOCOMOTIVE FIREMEN'S MAGAZINE.

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JUNE, 1893.

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## EDITORIAL.

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### LABOR AND LEGISLATION.

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Thoughtful workingmen are considering in what regards, and to what extent, labor can be benefited by legislation. But before we come to the consideration of legislative action, other matters preliminary to such questions demand attention.

In the first place, as workingmen we are to consider in what measures laws are required to secure for labor simple justice, because justice to labor works no wrong to society, but, on the contrary, promotes the general welfare, while injustice to labor is in every instance productive of general injury—necessarily so, since labor is the great force and factor in promoting the public welfare. Any injustice to labor is wide spreading and far reaching. Labor, contented and prosperous, measures the progress and prosperity of communities everywhere; while labor, discontented and impoverished, marks decay and retrogression in all branches of business.

Labor, having investigated conditions and arrived at conclusions relating to such laws as are required to correct prevailing wrongs, should be able to unify its forces for the purpose of securing the election of men of first-class capabilities to champion its measures in legislative bodies. If at this juncture there is division and faction, failure is inevitable, regardless of the justice of the measures proposed, the wrongs complained of, or the rights which labor ought to secure.

The fact ought to be recognized, and have weight, that comparatively few men are successful legislators. There are men in the ranks of organized labor in all regards capable of being law makers, but they are few in number and far between in location. This is not the result of mental incapacity, but is owing to the fact that workingmen have had, as a general proposition, neither the time nor the opportunities for study and mental discipline required to equip them for preparing bills embodying their demands, in matter and language required in statutes which must be constitutional in their provisions, and so constructed as to challenge the acumen of lawyers when appealed to, for the purpose of affording labor the relief it demands. Hence we infer that in selecting men to represent labor in legislative bodies, two prime questions should be considered: first, are the men the ardent, uncompromising friends of labor? second, are they fully equipped by native ability, education and experience, to legislate—that is to say, to frame measures legal in form, free from ambiguity, and which if enacted into laws will accomplish the purpose for which they were enacted?

We are confident labor is making serious mistakes in this matter of legislation, by electing men who, however well meaning and honest, are sadly lacking in equipment, as law makers. They are always at the mercy of others. They propose measures they do not construct and are therefore incapable of analyzing them. They do not comprehend the intricacies of phraseology nor discover lurking technicalities. Wanting in legislative sagacity, amendments and provisos are injected, and when the bill becomes a law it is shorn of usefulness and labor pays all the penalties, or the bill finds its way into the custody of an unfriendly committee and by various subterfuges is placed where it cannot be reached, because its friends were incapable of applying such forces as experience and capability could wield to overcome opposition.

Viewing matters from such standpoints, what would seem to be the essential requirement? Manifestly, for labor to concentrate its votes upon the friends of labor whose qualifications for legislators are admitted, regardless of any connection with labor organizations. They need not necessarily be lawyers, but most certainly if they are lawyers so much the better, as lawyers are best equipped for framing laws; they, more readily than others, discover defects in bills; they



are the best judges of phraseology, and know when a bill meets the demands of labor. Besides, there are to be found, everywhere, lawyers who are in profound sympathy with labor and who know the wrongs to which it is subjected, and are the best judges of legal remedies. Ordinarily, lawyers are equipped for presenting to deliberative bodies the strong points of a measure, and are trained to detect and expose the strategic movements of opponents, and as legislators, shape all laws. Hence, as the advocates of labor measures, they become of great value.

In these times no labor bill that touches in any way the assumed prerogatives of employers and corporations, can be introduced into legislative bodies without arousing fierce hostility. Money has its henchmen in these bodies, and throngs of them, as lobbyists, men who are selected, if representatives, because for a consideration they will "sell out." They are known to have their price, like certain witnesses who swear for their clients, shaping their statements without reference to truth but in a way to escape the penalties of perjury. To expose these debauched creatures or to render their schemes powerless has become one of the supreme duties of legislators who are governed by principle—not always nor indeed at any time an easy task—and labor in a special sense needs such men to champion its measures, and the lack of their assistance accounts to some extent for the slow progress labor legislation is making in the country.

Labor deems it prudent to have what it calls "legislative boards," to see that certain measures are introduced and to watch their progress. These boards constitute lobbies, and by their operations often do more harm than good, and serve directly to create opposition lobbies made up of shrewd and unscrupulous men, whose operations cannot be as severely criticised as they deserve, because labor, having a lobby, is required to remain silent. As a result, in the battle of lobbies labor generally suffers defeat.

In such cases labor is in the habit of saying, by acts if not by words, and often by declarations, that the enemies of labor, or those who oppose labor measures in legislation, will be watched and defeated when again they are proposed for legislative positions. To say the least of it, such intimations of reserved penalties are not wise; reticence as to what labor will do, or not do, would be preferable, since in scarcely any given case can any one foretell what labor would do. It seldom

unifies—far more frequently splits and factionizes. Labor boards for legislative purposes could be prudently reduced in number with a prospect of more favorable results.

In so far as the future welfare of labor depends upon the enactment of wise laws, we feel satisfied labor must, in several essential points, change its program; men must be found, first and foremost, who are capable; nothing in such positions condones ignorance and inexperience, however honest the representative of labor may be. The time has come when the champions of labor in legislative bodies must be not only earnest and honest, but so admittedly intelligent, so sound in legal lore and strategy, that whether in committee or on the floor they will be found the equals in all regards of the enemies of labor. To be watchful in these regards means future victory for workingmen. To neglect them is to insure defeat.

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## LABOR LAWS OF THE VARIOUS STATES AND TERRITORIES.

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Hon. Carroll D. Wright, commissioner of the national department of labor, has compiled a volume of 603 pages, giving abstracts of the labor laws of the various states and territories and the District of Columbia. The compilation includes other valuable information, as for instance a statement relating to the sessions of legislatures, whether held annually or biennially, the various holidays of each state, and much other matter bearing upon the interests and welfare of labor. The commissioner says:

Questions have arisen from time to time in the progress of this work as to what classes of legislation could be said to have such a bearing on the general subject of labor as to warrant their inclusion therein. Many laws have been enacted, particularly in recent years, designed directly to affect the subject of labor in many of its various phases. These laws have, of course, been included. There are, however, many laws on the statute books not designed to be distinctly labor laws, but to be of a more general application. Still, in their actual application, many of these laws would seem to affect the laboring classes more than others, or at least to have a bearing upon the conditions of the laboring man. A good example of this class are the exemption laws. Such laws may be deemed to have a place in any compilation of laws designed to illustrate

the state of legislation bearing upon labor, and the intention has been to include all such laws in the compilation.

In noticing this exceedingly important compilation of labor laws of the various states it is impractical for us to much more than call the attention of readers to its great value and to urge upon them to obtain a copy if possible. It should be in every man's library who is ambitious to keep abreast of passing events in the ranks of labor.

Legislation which directly affects railroad employes, has been enacted in a number of states; as for instance, in Florida, Georgia, Iowa, Kansas, Massachusetts, Minnesota, Montana, Ohio and Wisconsin, laws have been enacted making railroad corporations liable for injuries to employes. These laws are somewhat different in verbal construction, and in some states, for instance Ohio, the law is severely specific. The Florida law is as follows:

Sec. 2. If the person injured is himself an employe of the company and the damage was caused by another employe and without fault or negligence on the part of the person injured, his employment by the company shall be no bar to the recovery, and no contract which restricts such liability shall be legal or binding.

The law of Georgia is practically the same as that of Florida; indeed, in the states named, the purpose of the legislation seems to have been to remove by statute the common law practice and give to injured employes a chance to be heard in court.

Laws relating to railroad strikes have been enacted in eight states, viz.: Connecticut, Delaware, Illinois, Kansas, Maine, New Jersey, Pennsylvania and Wisconsin. In Delaware the law prohibits, under penalty, any engineer from abandoning his engine at any, except schedule or otherwise appointed destination, provided such abandonment is to aid a strike. The Illinois law is similar to that of Delaware, and the same is true of the other states. There are three states, viz.: Indiana, Maryland and Ohio, which have laws forbidding railroad corporations from levying forced contributions upon their employes.

Georgia has a law relating to the qualification of telegraphers.

Indiana, New York and Georgia have laws making stockholders liable for debts due employes.

Alabama, Massachusetts and Ohio have laws relating to color-blindness of railroad employes.

Ohio has a law making ten hours a day's work for railroad employes; all hours over ten to be paid for extra.

Texas has a law which punishes with fine and imprisonment any one who intimidates a railroad employe.

Massachusetts has a law which punishes railroad employes for negligence.

New Jersey has a law punishing employes for disobedience of rules.

Michigan and New York have laws prohibiting the employment of intemperate persons in any department connected with the train service of railroads.

Missouri and Texas have laws requiring railroads to give thirty days' notice of reduction of wages.

New York has a law requiring railroads to provide their trains with safety appliances.

Indiana has a law prohibiting the discharge of employes because they belong to a labor organization, as also a co-employe law which enables an employe if maimed to sue employer and get his case into court, or if killed, enables him to sue for damages.

It requires particular fortitude and hard work to get a law enacted favoring railroad employes or other classes of workingmen, but when they conclude to unite for the purpose of securing justice by legislation, they may hope for success.

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## ANTI-POVERTY.

An English university man, a citizen of London, Dr. Stanton Colt, recently delivered a lecture before the Ethical Society of St. Louis, the subject being "Life Among the Poor and Lowly." It appears that there is an organization known as the "University Settlement," a little colony of university men who are studying the conditions of the labor problem and of the poor. In the course of his lecture, Dr. Colt said:

The problem of poverty to-day is as critical an issue as the problem of slavery before the war. There is a special obligation on all people of wealth and leisure to attempt to solve it. It never can be solved by the hard, over-worked laboring classes alone. They haven't the time or the means of acquiring a knowledge of the problem in all its bearings. It must be studied out just as Wendell Phillips, William Lloyd Garrison and hundreds of others studied the anti-slavery question. But it is no easy matter for men of education

**and wealth** to get into actual touch of the needs and aspirations of the working people. The working people have suspicions against any one of the capitalistic class. The recognized working leaders have a monopoly of the working movement, and they mean to keep it. It would only require a few years of earnest and intelligent devotion on the part of any educated man of wealth in order to secure for himself general confidence.

We surmise that Dr. Colt is a wealthy university Englishman, who has concluded to do missionary work among the poor of America, finding nothing to do in that line at home, for instance, in London. It will be observed that Dr. Colt is of the opinion that the labor problem will never be solved by the laboring classes of America, and that if solved at all it must be done by "educated men of wealth."

Well, England has thousands of university men of wealth, they have dominated labor affairs for centuries, and it would be interesting to have Dr. Colt tell us in what particular educated men of wealth have solved any labor problem in England, or anywhere else in the world.

Dr. Colt places the labor problem and the African slavery problem on a par. In this he exhibits himself anything else but a student of the subject he discusses. In England there has been some advance made in ameliorating the conditions of labor, but not by educated men of wealth, not by university men, but by workingmen themselves in defiance of educated men of wealth. University learning and labor were never in alliance in England or in America. And what is unspeakably shameful in history is, that as soon as some workingman, by hook or by crook, becomes a man of wealth, he becomes, as a general proposition, a contemptible snob. As a result, whatever is done, or is hoped to be done in the way of solving labor problems, must be done by labor, and in America the outlook is far from being hopeless.

It is a great mistake to suppose that the labor problem and the old negro slave problem have anything in common, they are not parallel problems. In the United States neither white men nor black men are chattels, they are not bought and sold at auction. And while there are educated men of wealth, university men, who seek to degrade workingmen, workingmen, thank God, may, if they will, teach the "capitalistic class" that while any friendly act on their part will be acceptable, they will not be permitted forever to block the way labor maps out to solve problems in its own interests.

It is well said by Dr. Colt that "the working people have suspicions against any one of the capitalistic class." Why such suspicions? It is easy of explanation. The reason is found in the ceaseless hostility of the capitalistic class toward the working class. It is shown when an effort is made to advance wages. It is shown when the proposition is to reduce the hours of work, the two important questions which relate to the solution of the labor problem. Advance wages to a scale of honorable living, and reduce the hours of toil, until mind and body may have time for rest, and the labor problem will be practically solved.

Dr. Colt says:

The special means which should be taken up and instilled among the working people by men of leisure are (1) sanitary and domestic questions; (2) sick benefit societies based upon sound insurance principles; (3) co-operative stores for the distribution of all the commodities of life, so that the profits of the petty retail dealer may accrue to the consumers themselves; (4) trades unions which should be organized universally among unskilled labor, and among women who work for wages, in order to keep wages up to the proper standard, secure shorter hours of work, etc.; (5) the organization of the leisure hours of workmen for innocent and refining recreation, and for intellectual improvement. These measures afford a definite and conservative policy for men and women of leisure to carry out. They attack the evils of poverty from five different points of view and each one affords a specific remedy for specific evils. They afford more than a mere palliation for the present conditions of poverty, pauperism, crime, intemperance and kindred evils.

The foregoing is well enough in its way, but the propositions are not new. Workingmen long since formulated and began acting upon them, and in numerous instances have carried them into practical operation.

Dr. Colt's mission should be to a class of capitalistic employers whose policy is to rob labor and thereby degrade labor; facts which labor fully comprehends, and the purpose of labor is to change the programme. When labor obtains fair wages, all "sanitary and domestic questions" will be settled without the aid of university men. Sick benefits were long since provided for by organizations of labor. "Co-operative stores" have not been overlooked by workingmen, and as for "trades unions," the country is full of them. It may be that Dr. Colt has a mission, but we are persuaded if such is the case, it is not to workingmen in America; and we are convinced, if he is the philanthropist he professes to be, that he could find employment for his talents in London in rescuing thousands from starvation, filth and degradation.

## ORGANIZED LABOR AND THE WORLD'S FAIR.

The MAGAZINE, from the start, sought by facts and arguments, to stay the tide of fanaticism which we believed would work only evil and that continually if it continued to flow.

The MAGAZINE pointed out, as best it could, that viewing the Fair on Sundays could not, by any possibility, be tortured to appear as disrespect for the "Christian Sabbath;" that by no sophistry could it be shown that viewing the highest achievements of art and skill was Sunday desecration. On the contrary, we sought to demonstrate that spending Sunday in contemplating man's handiwork was some thing akin to worship, and would be fruitful in sublimating results upon the minds of beholders.

Incidentally, we sought to show that closing the Fair on Sundays would deprive workingmen and their families of enjoyments which could not be obtained on other days of the week without making great sacrifices, and that thus the Fair would be a failure in a most important regard, since thousands who stand especially in need of its educating influences would be unable to visit it, and spend the necessary time to take in all of its wonderful exhibits. But the fanatics gained the day, apparently, and felicitated themselves accordingly.

Now, then, comes the first note of warning to the Sunday closing fanatics. Organized labor in Chicago has determined to have one day untrammelled to visit the Fair and as this, under present conditions, cannot be Sunday, it must be some other day to be decided upon—probably Monday. The movement is general and arrangements will be made in that direction, as a result. In Chicago, men will work all day on Sunday that they may attend the Fair on Monday. In commenting upon the subject the *Chicago Herald* says:

As already stated in the *Herald*, organized labor has resolved to work Sunday and see the Fair one of the days the fanatics allow it to be open. Many employers have already agreed to shut down Monday and let their men go to the Fair the second day of the week, on condition that they work the first day, so that contract orders shall be finished on time. The Central Labor Union prefers Saturday as the rest day, but is equally ready to work Sunday in order that the men and their families shall have a day at the Fair. It is absolutely certain that Sunday work in Chicago during the summer is going to become a fact if the decree of fanaticism shutting labor from the Fair its present day of rest and recreation be held binding by the directors.

It is not to be doubted that the fanatics will seek to utilize some



Sunday law relating to labor on Sundays, and thereby seek to keep workingmen away from the Fair, but if the movement is of the magnitude the *Herald* outlines, the herculean task of arresting it will not, in all probability, be undertaken. On the contrary, such a spontaneous uprising of workingmen to do a laudable thing will be exceedingly difficult for the fanatics to suppress. Commenting further upon the subject the *Herald* remarks:

The new board of directors must settle this question. On that board rests a grave responsibility. Is Sunday work to be witnessed in the factories and foundries, the carpenter shops, the tan yards, the lumber yards, the machinery works, the ship yards, the coal yards, the mills of this city? It will be indeed a humiliating and shocking spectacle. Which will honor Sunday more—these places now silent Sunday resounding with the roar of labor, the Sabbath heavens darkened by their smoking chimneys, the children of the city taught an ineradicable lesson of broken rest and disturbed Sunday quiet—or the noble sight of these tens of thousands of wage earners in Jackson park Sunday with wives and children, educating themselves in all that tends to elevate, to refine and to make better?

Manifestly, as the *Herald* says, "Chicago is now face to face with the first real blow at Sunday rest. Will the directors of the Fair rise to their duty and throw away the insolent and selfish command that, by reason of the broken pledge of Congress, no longer binds them in law or in morals? Can they conscientiously consent that Sunday in Chicago shall become a day of labor?"

Fanaticism has done its best, and that is bad enough—narrow, ignorant and bigoted, it sees nothing distinctly, and is totally incapable of comprehending the question, which it assumes to understand, and unless a counter movement can be inaugurated by persons of common sense, Sunday in Chicago will be a labor day.

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NEW YORK has a baby—the little Hammersley boy, now 8 months old—who is one of the richest babes in the world. If this little millionaire lives he will start out at 21 years of age the possessor of many millions of unmortgaged wealth. His aunt, the Duchess of Marlborough, is annually packing off thousands of income derived from the Hammersley estate and throwing it away on an old English duke and still cries for more, but the daddy of the boy demands that a halt be called and that neither duke, dukedom nor duchess shall impoverish the Hammersley estate.

## RUNNING A TRAIN FOR ROYALTY.

An exceedingly interesting account is published of Queen Victoria's rides on the rail. When the Queen of Great Britain and Empress of India concludes to go somewhere by rail, several days are required by the managers of the road to get things in the most perfect order. She not only has a palatial car, but always a special train; nor is this all, but her majesty has the "full run of the line" and everything has to be sidetracked.

When a railway corporation receives orders to transport the Queen from one palace to another, the first thing to be considered is to select the "driver"—the engineer. He must be a man that fills the bill in all regards, and when the choice is made no other testimony is required to prove that that particular "driver" is on the way to promotion.

Preceding the Queen's train is another known as the "Queen's pilot," an engine with no train attached, carrying the engineer, stoker and two inspectors, leaving a half hour in advance of the Queen's train. Nor is this all. When the Queen travels, an army of railway servants are everywhere distributed to see that nothing goes wrong. Plate-layers "have each an allotted span of track to keep in order, which they must constantly patrol until all is over. Brakemen of trains brought to a stand on adjoining lines carefully examine them and see that nothing is projecting. Every crossing is guarded by someone, and inspectors protect all occupied sidings. Signalmen, who, by the by, must only use their telegraph instruments for messages connected with the royal train, keep on the qui vive, and station agents appear on every platform. In bringing the train to a stand for the Queen to alight for refreshments the same order and precision are observed that characterize all the arrangements. A strip of carpet is laid on the platform, right along to the door of the refreshment saloon. The engineer has now an opportunity of exhibiting his driving as a fine art. With his hand on the brake handle he brings his speed down from forty-five to five miles an hour, but so gently as almost to defy detection in the motion. On he comes until he sees a chalk mark on the platform, and as he "toes the line" with his engine the door of her majesty's salon draws up right opposite the carpet pathway. Before starting again, the guards, of whom

there are two on the train, are all ears and eyes. The one in the front van must receive verbal information from the chief railway superintendent that the train is ready to go on, and then he has to exchange signals with the conductor in the rear and be assured by the station agent that all is right. After making sure that the members of the royal suite are all seated he waves his green flag or lamp, as the case may be, and the journey is resumed."

The Queen accepts no free passes. On the contrary, she pays \$1.75 a mile for the train, stipulating for first class fare for herself and retinue, and in all of her travels there is on record but one incident that created any anxiety in the cab—growing out of the fact that at a particular station an important signal light could not be seen, and the train had to come to a sudden standstill. Upon investigation, it was found that a swarm of bees had selected the lamp for a resting place, and their number was so great that they had put out the light. The Queen being informed of the incident, was highly delighted and regarded it as a good omen. The busy bee had become identified with the Queen's journeyings, and she always refers to it in honeyed phrase, making witty allusions to the queen bee—the Empress of India's flora.

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HENRY CASE, of Gloversville, N. Y., will send to the World's Fair the smallest locomotive ever built to be run by steam. The engine "runs by steam upon a circular track 10 feet in diameter. The principal dimensions of the little engine are: Weight,  $1\frac{1}{2}$  pounds, with tender 2 pounds  $2\frac{1}{2}$  ounces; length,  $8\frac{1}{2}$  inches, with tender 12 inches; height,  $3\frac{1}{2}$  inches; gauge of track,  $1\frac{3}{8}$  inches; diameter of cylinder, 5-16ths of an inch; stroke of piston,  $\frac{1}{2}$  inch; stroke of valve, 1-16th of an inch; diameter of drive wheels,  $1\frac{3}{8}$  inches, and diameter of truck wheels,  $\frac{1}{2}$  inch. The materials used in this midget locomotive are solid gold, silver, steel and brass. There are 1,815 pieces, exclusive of screws, bolts and rivets, or in all 2,836 pieces."

# CONTRIBUTED.

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## MONOPOLY RENT.

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BY WILFRED P. BORLAND.

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I have, on numerous occasions, through the columns of this MAGAZINE, called attention to the importance of obtaining clear and precise definitions of economic terms, especially when it is sought to carry the idea to which the term gives expression into exact reasoning. An excellent illustration of the ambiguities that are sure to occur when this plan is not followed out is furnished by the two articles which lately appeared from the pen of Mr. Ward.

Mr. Ward's later articles go to show that the development of our controversy has been attended by the introduction of many purely verbal issues which might, to a great extent, have been avoided had we taken the trouble, in the first instance, to arrive at a clear understanding of the meaning of the term "economic rent."

As it is, Mr. Ward has been reasoning from one understanding of the term while I have been reasoning from another, with the consequence that neither of us has been able to make his reasoning appear logical to the other. Now that we are at one as to the meaning of the term "economic rent," we shall have little difficulty in arriving at a clear understanding of our real points of difference.

My understanding of "economic rent" has always been the rent which arises naturally by reason of free competition for land of given conditions, which idea is expressed by the Ricardian formula; it is this idea I have always had in mind whenever I have used the term "economic rent." Whenever I have desired to express the present rent of society I have either used the term "speculative rent" or so otherwise qualified the term "rent" as to leave little doubt as to my meaning, as Mr. Ward may easily discover by referring to my published utterances.

Although I believe "speculative rent" to be the better term, I shall, in deference to Mr. Ward, adopt the term "monopolistic rent" in its stead as expressing all that portion of the present rent of society which is in excess of the purely natural or "economic rent." From this new standpoint I imagine we shall experience little difficulty in arriving at the real meat of our controversy.

Before proceeding further, I want to say that the claim that single taxers do not distinguish between economic and monopolistic rent, and that their intention is to confiscate any portion of monopolistic rent under the complete operation of the theory, is really the silliest objection the opponents of the theory have ever advanced. The fundamental thesis of the single tax economy is that the very first

effect of its application would be to utterly destroy monopolistic rent, leaving nothing but the pure economic rent of society upon which to levy the tax.

This thesis is well understood by all thorough single taxers; it has been amply proved, and I can assure Mr. Ward that if such were not the case the single tax economy would possess very few charms for me.

It now becomes necessary for me to quote the two propositions contained in Mr. Ward's article which appeared in the May MAGAZINE as being the basis of our controversy, namely:

1st. That non-occupying landlordism is responsible for the absorption by individuals of monopolistic rent.

2nd. That were use and occupancy the only valid claim or title to land, that in the case of lands occupied for income producing or profit making businesses, competition would entirely eliminate monopolistic rent, leaving only pure economic rent attendant upon relative advantage of business locations. These propositions I affirm and Mr. Borland denies."

With his new understanding of the term "economic rent," I wonder that Mr. Ward's sense of justness and fairness permitted him to advance these propositions in such a way as to create the impression that they are the identical ones he has all the time been engaged in defending, and which I have denied. The propositions which Mr. Ward has heretofore been engaged in defending refer wholly to economic rent. It is not necessary to occupy space by quoting these propositions here; they may be found on page 788 of the MAGAZINE for 1892 and will speak for themselves. I must say that the charge of quibbling comes with rather bad grace from one who employs such methods of controversy. It is impossible, Mr. Ward, that I should deny propositions which have never been affirmed.

Mr. Ward also occupies over two pages of space in the vain endeavor to create an issue with me over my remarks concerning "Gresham's law." He goes into an extended argument and introduces a mass of figures—with which I am just as familiar as he is himself—all for the purpose of proving—what? Not that "Gresham's law" is erroneous in its statement, but simply that it is erroneous in its application, which was the exact point I tried to elucidate myself; my language that the application of the law "is a disgrace to humanity" is sufficiently emphatic and not to be misunderstood.

The work in which we are commonly engaged, Mr. Ward, is one of vital importance; it is the elucidation of ways and means for the complete regeneration of society. We cannot afford to occupy ourselves with setting up men of straw merely for the purpose of knocking them down; we cannot afford to allow any petty feelings of egotism and false pride to stand in the way of a calm, clear and candid discussion of such ways and means. The real issue upon which our controversy hinges is both valid and vital, and I candidly assure Mr. Ward that if there has been any attempt to obscure such issue it has not, consciously, originated with me; my attempt has been to place the issue in the clearest and plainest light possible.

Now, let me say that I am not one of those "limited" single taxers; I have never believed that the masses should only be fed with truth "on the half shell;" that idea has obtained all through human legislation so far, and it is time it was relegated to the rear. What we need is something more than a mere fiscal reform; what we need is a reform that will render it possible for every man to enter the race for life handicapped by no disadvantages other than those obvious and natural ones which the Creator has implanted in his nature; what we need is a reform that will permit every individual to expand and grow to his full height surrounded by an atmosphere of freedom; what we need is to secure for the masses—something they have never yet had in the long and dreary annals of human history—a chance for each one of them to develop his individuality on a par with every other one. Such a reform I believe the single tax, logically carried out, to be. When it has failed of its mission, then will be time for those who prate of the anarchy of individualism to come forward with their vast and intricate schemes of governmental repression; then will it be time to replace the sentiment "I ought not" with the sentiment "thou shalt not;" then will the triumph of individualism indeed be a by-word and a reproach to the civilization which witnesses the failure.

Now, let us see about the points of difference between Mr. Ward and myself:

That monopolistic rent is an indirect tax upon consumption, is a proposition I have never sought to deny; first, because it has never been affirmed, and I have, therefore, had no chance to deny it, and, second, because I have no wish to deny it while knowing it to be true.

Mr. Ward's assertion that my effort has been "to demonstrate that monopolistic rent could continue to exist in the absence of non-occupying landlordism" is unauthorized by anything I have ever written, and is extremely silly when considered in connection with the diagram and the reasoning thereon which appeared in the *MARCH MAGAZINE*. I hope Mr. Ward does not consider me so great an ignoramus as to be unable to perceive the logical consequences of my own affirmations.

My reasoning on the non-occupying landlordism proposition has all along been to show that its abolition would be to cause the abolition of monopolistic rent, leaving economic rent intact. On this point, Mr. Ward may refer to my article in the *MARCH MAGAZINE*, also to page 1070 of the *MAGAZINE* for 1892.

My objection to the use and occupancy theory is that its application would be an improper settlement of the land question, because it would still leave economic rent to be absorbed by individuals, thus endowing some men with special privileges and permitting a disequilibrium of advantages within the social structure. Mr. Ward relies upon the compensatory action of a graduated income tax for restoring the equilibrium which he thus, tacitly, admits would be destroyed, while I regard the income tax as both cumbrous and in-

efficient in the presence of the simpler method of putting economic rent where it belongs in the first instance.

Now, in his May article, Mr. Ward concedes the fact "that there would yet remain a small degree of economic rent, were use and occupancy the only title to land." That is all I shall ask him to concede just at present. Let us now look at the other phase of the controversy:

The statement that I have tried to confine the argument to agricultural lands is false; it is a haphazard assertion made without any regard for the facts. My reasoning has always applied to *land*, without reference to where it may be situated; I have approached the subject with a full understanding of the fact that the law of rent is as fully applicable to urban as to agricultural communities (see page 692 of the MAGAZINE for 1892). But when introducing examples to illustrate my reasoning I have invariably selected such examples from urban communities, for the reason that the influences which operate to create value in land are there the more strongly marked.

Now, the real issue between Mr. Ward and myself is this:

I assert that under the complete operation of the single tax the monopolistic rent of society would be forced out of existence, leaving nothing but economic rent upon which to levy the tax; that under this condition it would be impossible to distribute any portion of such tax over the area of consumption because the conditions which permit the artificial manipulation of prices would no longer exist; price—under the influence of the interaction of economic forces brought out by absolutely free competition and the unrestricted operation of economic supply and demand—must always revert to, and be governed by the natural, which is the actual cost of production at the natural margin where rent does not exist. Rent can, therefore, only appear on land where the cost of production is less than at the margin and thus becomes an effect of price instead of one of the causes. Let it be understood that, in the economic meaning, production is considered to cease only when the product is in the hands of the consumer; any analysis of rent which attempts to consider the productive and distributive industries as apart from each other is both illogical and unscientific. Mr. Ward's contention is that the complete operation of the single tax would fail to destroy monopolistic rent; that such rent would still continue to exist and operate, as now, to exert an abnormal effect on prices and become an unjust source of income for individual members of society. Mr. Ward does not deny that this monopolistic rent would better be used to defray the expenses of government than to enrich individuals, but contends that because it is now an indirect tax on consumption it would continue to so be, and he offers as the better solution of the question the untaxed use and occupancy idea. Now, so far as my understanding goes, there is no very serious difference between us as to the effect of monopolistic rent; our whole argument, therefore, turns upon the question of whether or not the single tax will destroy monopolistic rent, Mr. Ward assuming the negative of the question



and I the affirmative. I have all along supposed that Mr. Ward was familiar with the fact that, in my elucidation of the laws governing price, rent, etc., I have followed the economic method, which sets friction on one side and always supposes conditions of freedom; my supposition has led to some misunderstandings which I hope may be avoided in the future.

Now, obviously, the single tax theory must stand or fall by the consequences of its own logic; neither Mr. Sullivan's assertions as to Mr. George's intentions, nor Mr. George's intentions themselves, can alter the logic of the question by a hair's breadth.

Consequently, the introduction of quotations which refer wholly to what some person has asserted as to some other person's intentions or opinions, is somewhat out of place in a controversy concerning a particular theory, when such controversy may only be decided upon the merits of the theory itself. But, since Mr. Ward has seen fit to introduce such methods of argument, I must request space to introduce a quotation in rebuttal of Mr. Sullivan's assertions:

We have hitherto assumed, as is generally assumed in elucidations of the theory of rent, that the actual margin of cultivation always coincides with what may be termed the necessary margin of cultivation—that is to say, we have assumed that cultivation extends to less productive points only as it becomes necessary from the fact that natural opportunities are at the more productive points fully utilized.

This, probably, is the case in stationary or very slowly progressing communities, but in rapidly progressing communities, where the swift and steady increase of rent gives confidence to calculations of further increase, it is not the case. In such communities, the confident expectation of increased prices produces, to a greater or less extent, the effects of a combination among land holders, and tends to the withholding of land from use, in expectation of higher prices, thus forcing the margin of cultivation farther than required by the necessities of production. \* \* \* \* \*

Whether we formulate it as an extension of the margin of production, or as a carrying of the rent line beyond the margin of production, the influence of speculation in land in increasing rent is a great fact which cannot be ignored in any complete theory of the distribution of wealth in progressive countries. It is the force, evolved by material progress, which tends constantly to increase rent in a greater ratio than progress increases production, and thus constantly tends, as a material progress goes on and productive power increases, to reduce wages, not merely relatively, but absolutely. It is this expansive force which, operating with great power in new countries, brings to them, seemingly long before their time, the social diseases of older countries; produces "tramps" on virgin acres, and breeds paupers on half-tilled soil.

In short, the general and steady advance in land values in a progressive community necessarily produces that additional tendency to advance which is seen in the case of commodities when any general and continuous cause operates to increase their price. As, during the rapid depreciation of currency which marked the latter days of the southern confederacy, the fact that whatever was bought one day could be sold for a higher price the next, operated to carry up the prices of commodities even faster than the depreciation of the currency, so does the steady increase of land values, which material progress produces, operate to still further accelerate the increase. We see this secondary cause operating in full force in those manias of land speculation which mark the growth of new communities; but though these are the abnormal and occasional manifestations, it is undeniable that the cause steadily operates, with greater or less intensity, in all progressive societies.—"*Progress and Poverty*," Book IV.

This language is sufficiently plain to any man of ordinary intelligence. Mr. George here recognizes the monopolistic element in our present rent fully, it seems to me; at least that is the impression I obtained upon my first study of "Progress and Poverty," and I have always retained such impression. I am not aware that Mr. George has subsequently used any language which is inconsistent with the above quotation from the very first of his books, and even if he has used such language the logic of the situation remains unaltered. The claim that Mr. George's intention was to perpetuate these monopolistic conditions is sufficiently shown to be silly when we remember that, in using the language quoted, he was diagnosing social disease, and he offered the single tax as a remedy.

Mr. Sullivan is a very able man, but it seems to me that in dealing with the single tax he follows the plan of his "Ideao-Kleptomania" and employs the argument *ad hominem* to a very great extent. His opposition to the single tax is probably honest enough, but it seems to me that his opposition to Henry George is so much greater than is his opposition to the single tax that he is blinded to the fact that the theory is altogether too broad to be confined within the narrow limits of any one man's personality.

Mr. Ward's rather extended quotation from "Protection or Free Trade" is not pat; it contains nothing whatever to prove what Mr. George's intentions are concerning monopolistic rent.

But this style of argument is obviously out of place in a discussion such as ours. Let us try and avoid it in the future.

When Mr. Ward asserts that the condition I illustrated by means of the diagram in the March MAGAZINE does not exist in the United States, he does violence to his common sense. If the condition does not exist, how comes it that we have any monopolistic rent? If the condition does not exist, then we have free competition for land of given conditions; the value of our land is regulated by actual supply and demand, and it is idle to say that such value is largely fictitious. But the condition does exist; I introduced one illustration from actual fact to prove its existence, and I could fill every page of this MAGAZINE with facts of the same nature. There is nothing anomalous in the depreciation of farm lands in this country; it is but the natural result of causes which, in the main, Mr. Ward has correctly stated.

Mr. Ward is correct in saying that natural price does not exist in the United States; he would have added force to the assertion by saying that it exists nowhere. As I have before remarked, "natural price is a price which arises under the free operation of natural laws, and as the cause essential to the stated effect does not exist, the effect cannot exist."

As Mr. Ward has ventured after my "economic scalp" with entirely the wrong weapon, it is unnecessary to occupy space with consideration of his argument; sufficient to say that did his argument refer to economic rent, it could easily be refuted by pointing out the very obvious fallacy of applying a rule to every one of those squares

within the line *a*, which he has deduced from observation of but two of them, which two are surrounded by exactly similar conditions, and which conditions cannot exist as to every one of the squares. I shall be delighted to have Mr. Ward prove the affirmative of his proposition that the withholding from market of the squares *b* adds nothing to the value of the residue of land within the lines *a*. He is rather overstepping the bounds of propriety when he calls upon me to prove its negative.

I have occupied so much space in the very necessary task of establishing our argument upon a correct basis that I do not feel at liberty to introduce arguments in proof of my affirmations at this time. I will merely ask Mr. Ward to refer to the code from the pen of our friend Gros, which appears on page 512 of the MAGAZINE for 1891, and say if he can see any room for the existence of monopolistic rent under the operation of the single tax administered by the provisions of that, or a similar code?

He may also derive much instruction concerning the distinction which all single taxers who understand the theory invariably recognize to exist between monopolistic and economic rent, by reading the article "Congested Civilizations"—also from Mr. Gros' pen—which appears on page 699 of the MAGAZINE for 1892.

I am convinced that Mr. Ward shall now regard the single tax in a somewhat different light, and I believe that, after due reflection, he shall be willing to admit that, in transferring his arguments from one set of propositions to another and entirely different set, without doing me the justice to believe that my interpretation of his original propositions might be different than his own, he has been guilty of a slight breach of the ethics of controversy.

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## GRANDMOTHER'S SNOWBALL BUSH.

BY BESSIE MORGAN.

"Yes," said Miss Rebecca, "That was grandmother's bush. There aint a flower in my garden I think more of, than I do o' that.

When grandfather died an' the old house at the ferry was sold, I had it took up, an' brought it home an' set it out by the front door.

I don't see but it makes as good a show now, as it did the first time I ever saw it, for all it's such an old root, p'raps movin' it round so much has ben good for it.

When I think o' grandmother, I always 'member her as I see her one summer evenin', standin' pon the wide doorstep, by the snowball bush. 'Twas jest loaded with blossoms, from the topmost branch, that was higher 'n her head, down to the ground.

The sunset was shinin' 'cross the river, an' the robins was biddin' each other goodnight, up in the elm trees, an' grandmother stood there, with one o' the white flowers in her hand, lookin' off towards the west, with her soft, dark eyes.

She was a very handsome woman, even when I 'member her. Tall an' straight an' slim as a girl o' sixteen. Her hair was white like silver, but she kep' her black eyebrows, an' smooth pink cheeks. Her teeth was beautiful, an' she had the sweetest smile I ever see—an' the saddest.

Grandfather thought everything of her, he never was the same man after she died, he was jest bound up in her,—an' he had reason to be. She did her duty by him always, straight through to the end.

Fond o' him? O, I reckon so, in a quiet kind o' fashion. She'd liked another man better once, but grandfather knew all 'bout that.

Yes, I can tell you the story, child. My mother told it to me, an' Aunt Esther, grandmother's sister, told it to her.

Rachel Gaines, my grandmother's name was, 'fore she was married. She 'n Aunt Esther was all the children great-grandmother had. They lived up on Gaines' Hill. Grandfather owned 'most all the land up there, 'cept what belonged to Deacon North.

He was a dreadful stern man, Grandfather Gaines was; he 'n his wife believed in discipline, right down to the last point, an' they didn't have nobody to practise it on but those two girls.

Aunt Esther it didn't make so much difference to. She was lively an' high-spirited, an' goin' to do 'bout so, whether or no, but grandmother was a little, gentle thing. A look was all 'twas ever needed for her. Her heart was jest broke, if anybody she loved was put out with her.

Well, as I was sayin', they lived up on Gaines' Hill, and Deacon North lived right opposite to 'em, an' as they owned the hill 'tween 'em, they didn't have no other neighbors.

There was a large family o' the Norths, an' grandmother, an' Aunt Esther grew up with 'em. They was always runnin' back an' forth, jest like brothers an' sisters, folks thought—till Eugene North come over one evenin' to get leave to be engaged to Rachel.

Course it happened as such things are pretty likely to—in all that family o' Norths, an' there was five sons, 'sides the two daughters, Mary an' Ellen—there want one grandfather 'd had the slightest objection to but Eugene.

It want that Eugene was bad, he was a very likely young man indeed, but he want the sort grandfather 'proved on.

"Rollin' stones gether no moss," sez he.

An' Eugene wanted to travel an' see the world. He'd no idea o' settlin' down to farmin', a slavin' an' a savin' for the rest o' his days.

Ever since he was a boy he'd ben plannin' an' contrivin' how he could get off into some business that would give him a chance for what he wanted.

Rachel knew all 'bout his hopes an' ambitions, an' sympathized with him, 'cause she loved him. 'Peared to her, there might be more in life, than her father 'n mother thought, though if Eugene had only ben content to stay quiet at home, she'd liked it better.

Well, Grandfather Gaines, he told Eugene, he couldn't have Rachel unless he give up his sky-larkin' notions, an' settled down to somethin' stiddy. If he could get himself fixed so 'st he could keep a wife—Why, well an' good, but he'd got to be quick 'bout it. He couldn't have Rachel spendin' her life, waitin' round for no body.

'Twas jest 'bout this time Eugene got an' offer o' a position in a bankin' office, in one o' the southern cities. The offer was made through a friend, with the promise o' partnership later on, if he did well, an' Eugene was sure here was his chance.

Poor little grandmother cried her eyes out, but her father said 'twas the opportunity Eugene 'd ben sayin' he wanted, an' he'd better take it an' improve it.

Deacon North said the same, they didn't none of 'em have confidence in Eugene's plans. But 'twas agreed if he did well, an' got the partnership, in two years' time, he was to come back, an' marry Rachel, an' nobody wouldn't make no objections.

"Two years is forever," sez Rachel, when she was biddin' him goodbye.

'Twas in the summer, an' the snowball bush was there 'side 'em, hangin' jest full o' blossoms, lookin' handsome, I guess as it does now.

"O no dear, not so long as that," sez Eugene. He felt full as bad as she did, when it come to leavin' her, but he thought 'twas his only chance. He was sure he wouldn't never 'mount to nothin' if he stayed long there to home, an' he tried to encourage her, an' cheer her up.

"Sweetheart," sez he, "this bush won't have time to blossom but once more, 'fore I shall be back again. You must take good care o' it. We'll have 'em for your bridal flowers," sez he.

Rachel she tried to bear up, an' not make it any harder for him, seein's he'd got to go, but 'twasn't easy.

"It's so far away," sez she, "An' two years is such a long time. Are you sure you won't forget me, Eugene?"

Eugene looked down in little grandmother's face a minute, then he took it 'tween his two hands, an' raised it an' bent his own down to meet it.

"I reckon there aint much danger o' that, Rachel," sez he.

An' Rachel herself was 'shamed she'd asked him such a question.

She was a shy little thing, was grandmother, dreadful choice o' her kisses generally, but she put her arms up round his neck, then an' begged him to forgive her.

Eugene, he said there want no question o' forgiveness 'tween them two, he want 'fraid but she loved an' trusted him as he did her, an' two years want but a little time when they stopped to think o' the happiness that was waitin' for 'em at the end.

They kissed again, an' held each other close, an' then he was gone, and grandmother was left 'lone with her snowball bush, an' the long, long months that had yet to pass, 'fore she could see him again.

Well child, lovers part every day, sometimes for months, an' some-

times for years, an' sometimes forever. It aint nothin' to make a fuss 'bout, it happens too frequent, but Eugene an' Rachel was friends as well as lovers, an' had ben all their lives. Partin' come harder to 'em on that account, an' it want then, as it is now, when you can write back an' forth, every day in the week. 'Twas a circumstance to get a letter then an' an undertakin' to write one.

Still Rachel heard from Eugene, as reg'lar as he could manage it, an' somehow the days crep' 'long. The winter passed an' summer come, the snowballs come out on her bush, an' she kissed 'em when there want nobody lookin', for the sake o' the happiness that would come to her with their blossoms next year.

The blossoms fell, an' the summer passed, an' winter come round again—an' spring.

Eugene's business had prospered, he'd got the partnership, an' he wrote to Grandfather Gaines, his part o' the contract was fulfilled, he could keep a wife, an' he was comin' home to get her.

Grandfather 'n Grandmother Gaines had nothin' to say, if Eugene was doin' well, they'd give their word, an' they want the folks to go back on what they'd said, though he want an' never could be, the kind o' man they'd rather their daughter 'd a took.

But Rachel was all ready, her weddin' dress was made, an' everythin' in order.

Great grandmother see to it, that she was fitted out well in every way. There was money to do with, an' only those two girls to provide for. Rachel's outfit was real handsome, they'd had Miss Perkins sewin' in the house all winter.

Well, as I said, the time had come round. The little green snowballs come out on the bush, an' grew bigger an' bigger, an' whiter, an' whiter, an' little grandmother watched 'em day after day, till they fell—for Eugene never come.

Course folks made a great talk 'bout it, an' Grandfather 'n Grandmother Gaines was proud, an' it made 'em feel dreadful bad. They wrote to Eugene, but they didn't get no answer. Then they wrote to the man he'd gone into business with, but he never answered either, an' the weeks went by.

Rachel never lost her faith in him, for a minute, she believed if he didn't come 'twas cause he was sick, or dead, but her father an' mother didn't look at it that way.

They hadn't wanted him to have Rachel, but 's long 's they give their consent, they want by no means pleased at havin' their daughter slighted an' made the talk o' the town.

'Twas 'bout this time Grandfather Noyes came 'long. He was full ten years older 'n Rachel, but he had property, an' he'd ben wantin' her for years, only her bein' engaged to Eugene, had kinder hendered him. I reckon he thought he'd got a chance at last.

He'd made a mistake far 's Rachel was concerned, but her father 'n mother was all ready for him. He suited 'em a good deal better 'n Eugene, anyway, so they favored him right along.

They didn't waste no words on Rachel either. They told her she'd

got to have him, without any ifs or ands. They'd let her pick out a husband for herself in the first place, though her choice want 'cord-in' to their judgment—'twant necessary for 'em to 'mind her how it had turned out. If she hadn't any pride for herself, they had plenty for her, an' they 'spected her to be 'bedient, an' not make 'em no more trouble.

Poor little grandmother begged and prayed. She didn't believe Eugene was false to her, but if he was, or if he was dead, 'twas all the same, she couldn't never think o' no other man.

Then her father 'n mother see 'twas time to show 'thority, for they was certain they was actin' for the best. So they 'pinted the weddin' day, an' told Rachel, Mr. Noyes would be ready, an' if she 'fused to take him, she want no daughter o' their'n from that time on.

Rachel, she hadn't never disobeyed her father 'n mother in her life. 'Twas counted to folks for righteousness, in those days, to be 'bedient to their parents. But there was a point farther'n Rachel could go. 'Peared as if 'twould kill her to stand out 'gainst her father 'n mother, but she did it, an' told 'em she couldn't marry nobody but Eugene, whatever they did to her.

An' then, if you'll believe me, those two, Grandfather 'n Grandmother Gaines, was so sure they was doin' right, an' actin' for the best, they riz up an' told her she could go, there want no home for her there no more.

Her sister tried to interfere, an' speak up for her, but 'twant no use. 'Twas in the winter, Rachel hadn't no relations she could go to, so she crossed the street to Deacon North's, an' they took her in.

Well, she stayed with 'em 'bout a week, then she give it up, an' went back to her father 'n mother. She was sure Eugene was dead an' she didn't care what come o' her, but she couldn't stand their bein' displeased with her no longer.

Grandfather 'n Grandmother Gaines felt they'd done a good thing, an' when the weddin' day they'd 'pinted, come round, Rachel was married. She told Grandfather Noyes all 'bout it, but he was willin' an' glad to take her, with all the risk, he reckoned he could make her love him in the end.

It snowed hard the night 'fore Rachel was married, an' when she went out the front door, next day with grandfather, there stood her snowball bush loaded down.

"Bridal flowers for my weddin'," sez she an' broke off a branch as she passed, an' the snow shook off over her dress to the ground. "Even such flowers as these must fall," sez she. "Bare twigs are left me for my bridal bokay," an' she carried 'em away in her hand.

O, well, Grandfather Noyes was a good husband to her always, as I told you, an' she did her duty by him.

Yes, they heard at last why Eugene hadn't come back. Grandmother got a letter from him one day, a letter she'd ought to had months afore.

'Twas the yellow fever had stopped him. Half the town was dyin' of it, an' he stayed there to do his duty. Course all communication was cut off, they didn't understand fumigation an' disinfection an' such things in those days as they do now.



The only way when anybody was taken with anything catchin' was to shut 'em off by themselves. Eugene knew what a risk he was takin', but 'twas his duty an' that settled it.

His family hadn't never thought there was much o' the old Puritan spirit in him, but I reckon there was more than they gave him credit for. He didn't know 'twas goin' to cost him his wife, to be sure, but if he had—I wouldn't a ben afraid to trust him.

In his letter he begged Rachel to forgive him for lettin' other folks come ahead o' her, but he knew he was doin' as she'd want him to if she was where he could ask her. He'd done his best to get word to her, but couldn't tell whether he'd succeeded or no.

Course the fever went on till frost come, an' by that time his business was all behind-hand. He'd got to stay an' get it up to where 'twas fore he could come to Grandfather Gaines for his daughter. He knew the time her father 'd set him was up, but he reckoned considerin' the circumstances, he'd give him till summer again, an' he wasn't 'fraid but she'd wait for him—she an' her snowball bush.

Little grandmother come o' Puritan stock, too, an' 'twas lucky she did, she needed the blood o' saints an' martyrs to help her then.

As I told you, the letter 'd ben sent months ago, 'twas summer time already when she got it, an' she sat by her parlor window, that afternoon an' read it over an' over again, while the bees hummed in the bed o' mignonette outside, an' grandfather looked over his paper.

She read it over till she had it by heart, an' her duty too, plain an' sure. Then she got up, an' give her letter to grandfather an' went away out the room.

Grandfather was a good man, an' I don't s'pose he was more selfish 'n other folks. It couldn't be 'spected he'd be sorry word hadn't come from Eugene afore. But I reckon he had sympathy for him, an' he wrote to him.

I don't know what he said, he offered the letter to grandmother to read 'fore he sent it, but she shook her head. She'd put the matter out o' her hands altogether.

I couldn't a done as grandmother did. Right or wrong, I should a answered that letter myself.

Grandfather never give it back to her, I found it 'mongst his papers after he was dead.

'Twas old-fashioned, course, but a truer, faithfuller letter no man never wrote to the woman he loved. I could guess what it cost poor grandmother to give it up, but I reckon she knew there couldn't be no half way work 'bout her answer to it, an' it wouldn't do.

Grandfather lost his money not long after that, an' they sold the house up in the village, an' went down to the ferry to live, an' keep the tavern. Grandmother took her snowball bush 'long with her, an' planted it by the great front door.

'Twas beautiful the summer she died, jest loaded with blossoms. Grandfather 'membered how she'd loved 'em, an' he broke off a bunch, an' laid 'em in her hands. They said she looked so happy an' young again. I like to think she took her snowballs to heaven with her, an' went to meet Eugene with her bridal flowers on her heart.

## SINGLE TAX FALLACIES.

BY W. H. STUART.

No. 5.

Would the single tax increase wages?

The confidence exhibited by the new convert to the Single Tax theory, whose economic knowledge is often limited to that contained in "Progress and Poverty" and the columns of the *Standard*, (a rather poor equipment, by the way, for a student of economics), is often in amusing contrast to his attitude when the weak points of that pseudo economic theory are exposed, and sorely pressed he will protest that his reform is not offered as a cure-all for all the economic evils of the day. You will, perhaps, be informed in facetious desperation that the single tax is not warranted to cure consumption or snake bites, avert cyclones or earthquakes, or abolish death and taxation. It will be urged modestly as, at least, a "fundamental reform" that must precede any more comprehensive or final scheme for economic salvation: and he regards the socialist as one who is ignorantly opposing a reform that will ultimately usher in the highest ideal of the socialistic state.

No one, however, who has read "Progress and Poverty" will accuse Henry George of displaying any lack of confidence in his theories. The single tax is proposed as the "sovereign remedy" that will abolish destitution and establish an era of universal justice. It is offered as a full and complete answer to the riddle proposed by the Sphinx to the Nineteenth Century; which not to have answered would have meant destruction. The theory briefly is this: under private monopoly of land, its rents tend to advance and absorb all wealth over and above a bare living to the laborer. And the remedy proposed is to make land common property by the confiscation of rent, and thus restore the equilibrium of opportunities by giving all access to natural resources, upon equal terms. The argument being, that with free access to natural resources, upon payment of economic rent to the community, all would have an equal chance—as far as natural abilities permitted—in the race for wealth and that involuntary poverty would be necessarily abolished.

It may be admitted at once that any scheme of economic reform that would continue our present system of private ownership of land, would be unworthy of serious attention. But I believe that I have already pointed out several serious and fatal objections to the methods by which George proposes to make land common property; and in this paper I shall endeavor to show that while the making of land common property is an indispensable *sine qua non* in any final solution of the economic problem, that, of itself, and in the manner proposed by George, it would—under existing conditions—not even be a partial solution of the social and economic evils that confront us.

Under the single tax it is not claimed that labor—any more than now—would control the modern tools of production; they would still

continue in the possession of the capitalists, and the income or interest for their use would be the "wages," or "just return to capital" (as George puts it) for its "aid in production." Indeed, by the abolition of rent, the interest on capital and the wages of labor are by some mysterious and occult reason to marvelously increase. (The real reason for this expected phenomenal increase is one of the secrets that are preserved by the initiates into the mysteries of the single tax—outsiders can not discover it.) I have in a former paper shown that this interest is the tribute that non-producers are enabled to levy on labor through the ownership of the instruments of production. But it is claimed, that by destroying the monopoly of natural resources, and giving labor access thereto on equal terms, that the laborer will not work for an employer for less than his labor applied to land would produce. That, for instance, mechanics and laborers, when dissatisfied with the wages offered by the class that control the instruments of production, can apply their labor direct to the land and produce wealth. The result of which, we are informed would be, that instead of labor begging a chance to work as at present, employers would be compelled to compete for workers, and labor would, through this competition obtain its full and just reward.

The basis of the Georgian philosophy is therefore, that the landlords, alone, are able to live on the fruits of the labor of others, and if all taxation were abolished, save the tax on land, justice would prevail on the earth and poverty would be forever abolished. George says:

The essence of slavery is that it takes from the laborer all that he produces save enough to support an animal existence, and to this minimum the wages of free labor, under existing conditions, unmistakably tend. Whatever be the increase of productive power, rent steadily tends to swallow up the gain, and more than the gain.

Here we have it laid down explicitly, that rent of land is the one great monster that drains all surplus wealth. To illustrate his theory he says:

Take some hard-headed business man, who has no theories, but knows how to make money, say to him: "Here is a little village, in ten years it will abound with all the machinery and improvements that so enormously increase the effective powers of labor. Will interest be higher then than now?" He will answer, "No." "Will the wages of common labor be any higher, will it be easier for a man who has nothing but his labor to make an independent living?" He will tell you, "No, the wages of common labor will not be any higher, on the contrary all the chances are that they will be lower. It will not be easier for the laborer to make an independent living, in all probability it will be harder." "What will be higher?" "Rents, the value of lands. Go get yourself a piece of ground and hold possession." And, if under such circumstances, you take his advice you need do nothing more. You may go up in a balloon, or down a hole in the ground; you may sit down and live like the Lazzaroni of Naples or like the Leperos of Mexico; and without doing a stroke of work, without adding an iota to the wealth of the community, in ten years you will be rich.

This plausible rigmarole, in which rent of land is maintained to be the only robber of labor is contradicted both by statistics and experience—without drawing on the great fund of "common sense" that renders it absurd. Take, for instance, England, a country that

produces more land rent than any similar area on the globe. The census report for 1881 shows that of the national product of wealth for that year, less than one-sixth was absorbed by land rent. Statistics of the same country for 1889 show, that of one hundred fortunes on which probate duty was paid in that year, amounting to twenty-six million sterling, only five millions—less than one-fifth of the whole—was paid by landlords, the remainder was left by bankers, mill owners, cotton brokers, etc. In our own country we know that immense fortunes are accumulated by capitalists and corporations in manufacturing industries in which the value of the land used or owned was insignificant. The Standard Oil Co. laid the foundations of its great wealth, not by the ownership of land, but by the use of its capital in constructing pipe lines and refineries, which, by the way, would go untaxed under a single tax régime. What has the ownership or rent of land to do with the fifty millions accumulated by 'philanthropist' Carnegie? or what had rent or ownership of land to do with the two millions scooped in by "Old Hutch" in his famous corner in wheat, which business operation received the hearty endorsement of the "greatest living economist." And how about the Armour Meat trust, the Cotton Seed Oil trust, and the Leather trust, lately formed with a capital of fifty millions, and a score of others that neither control land nor are assisted by our fiscal system? Or what has rent or ownership of land to do with the financial legislation of the last thirty years, whereby the producers have been robbed of untold millions; which probably exceed in amount the "unearned increment" of a century? It must be remembered that the 'unearned increment' has been widely distributed among all classes, while the robbery effected by our vicious financial system has inured to the benefit of a small class of money-mongers, whose stealings would go untaxed under the single tax, on the ground that capital is a 'good thing' the production of which should not be discouraged by being taxed or "fined."

Since "Progress and Poverty" was written the value of agricultural land and the rent derived therefrom has greatly decreased, not only in this country but in Great Britain and Germany. Since the appearance of that book the agricultural areas of New England have become almost depopulated. Yet the accumulation of wealth and the exploitation of labor continually increases quite regardless of the fact that farming land can be obtained within sight of the factories for almost nothing. George says:

Everything could go on as now and yet the common right to land be recognized by appropriating rent to the common benefit.

Certainly it could. There is no doubt of it. The New Englander would never notice the difference. He can get all the land he wants now for a nominal rent, what better could he do under the single tax? Would not Carnegie, Frick, *et al.* continue to do business at the old stands, and upon the same terms? Would not the money-monger, the profit-monger and the horde of middle-men and useless parasites still continue to infest society and prey on honest toil?

This brings me to a discussion of the adequacy of the proposed remedy, to which I invite the reader's careful attention. George says:

What I therefore propose as the simple and sovereign remedy which will raise wages, increase the earnings of capital, extirpate pauperism, abolish poverty, give remunerative employment to whoever wishes it, afford free scope to human progress, lessen crime, elevate morals, taste and intelligence, purify government and carry civilization to yet nobler heights is—to appropriate rent by taxation.

This mixture of rhetoric and rhapsody is justified on the ground that with free access to natural resources, labor will be able to successfully contend against organized capital. But here at the outset the single tax is confronted by an absolute condition that can not yield to a recondite theory. It is this: In the New England states are thousands of abandoned farms, which, when "Progress and Poverty" was written, were the homes of a prosperous and contented class of producers. What is the cause of this sudden change? One word tells the tale—machinery. The enterprising single taxer can get access to these farms for a less rental than the single tax would be, for in many cases he can obtain the use of improvements as well as the use of the land upon the agreement to pay the taxes. Why don't single taxers rush in and occupy these lands instead of wasting pathos and tears over the injustice of being denied "access to natural opportunities?" Well, the answer is simple. The economic changes that drove the hand-loom weaver to the wall is driving out the small farmer. The uneven surface of the New England states is not adapted to the use of labor saving machinery. Wheat can be produced on the level surfaces of the Great West and Northwest by the aid of costly labor saving machinery for a third of the cost on the New England farms. In the April *Cosmopolitan* Mr. Howells takes his Altrurian friend a drive out in the country among the abandoned farms of New England. He says:

Now and then we came to a deserted homestead and I tried to make the Altrurian understand how farming in New England had yielded to the competition of the immense agricultural operations of the West. "You know," I said, "that agriculture is really an operation out there as much so as coal mining is in Pennsylvania, or finance in Wall street. You have no idea of the vastness of the scale."

To utilize in a profitable way the raw material of cotton you must employ the modern methods of manufacturing. In the same way to utilize natural resources—although not yet to the same extent—modern methods of production, requiring vast areas of land and costly machinery, must be adopted.

I shall quote from Hon. D. A. Wells "Recent Economic Changes" some facts bearing on this subject. He says:

The following statement has recently been made in California on what is considered good authority (*Overland Monthly*) as to the cost of raising wheat in that state, on ranches of different sizes. On ranches of 1,000 acres the cost is reported at 92½ cents per hundred pounds; on 2,000 acres, 85 cents; on 6,000 acres, 75 cents; on 15,000 acres, 60 cents; on 30,000 acres, 50 cents and on 50,000 acres, 40 cents.



And I may add that a recent law suit in this state served to verify the above figures, for it was shown that wheat was produced on a ranch of 50,000 acres at a cost of 50 cents per cental, while on an adjoining farm of 200 acres the cost was \$1.20 per cental, or nearly three times the cost of production on the large farm.

Mr. Wells says further :

On the great wheat fields of Dakota, where the use of machinery has reduced the requirement of manual labor to the minimum, it is estimated that the labor of one man for a year is equivalent to the production of 5,500 bushels of wheat.

As showing the immense saving effected by the use of modern machinery in the production of wheat.

On the wheat farms of the North Western United States it was claimed in 1887 that, with wages at twenty-five dollars per month and board for permanent employes, wheat could be raised for 40 cents per bushel, while in Rhineish Prussia, with wages at six dollars per month, the cost of producing was 80 cents per bushel.

Senator Casey of South Dakota, himself a "bonanza" farmer, stated in an interview with a reporter of the St. Louis *Globe-Democrat*, that he could raise wheat at a total cost of \$6.00 per acre, while the cost in Ohio and Michigan—based both on agricultural records and the report of a special legislative committee—was from \$18.00 to \$20.00 per acre.

One of the noticeable results of this great reduction in the cost of production is that agricultural land—except in a few favored localities—has greatly decreased in value.

I again quote from Mr. Wells :

The decline in the rents of farm lands in England in recent years has been estimated by the London *Economist* as not less than thirty per cent, or \$2.50 per acre on the wheat area—about \$8,700,000 yearly. And the decline in the value of British farming capital from 1880 to 1888 from the depreciation of land values, rentals, farms for stock and cereals, is over one thousand million dollars. Land in Germany, remote from the large cities, can be purchased for fifty per cent of the prices that prevailed at the close of the Franco-German war in 1870-71.

As to the cause of this depreciation in values our author says :

This depression in farms and farming products has been brought about by the utilization of immense areas of cheap and fertile land in the United States, the application of labor saving machinery and the cheapening of the cost of transportation.

He continues :

It is acknowledged that the great depression that has taken place in wheat for several years past is the result of the lessened cost of production and is likely—with an occasional exception—to be permanent.

As to the capacity of this country in producing wheat, Mr. Wells says :

That as to the present wheat production of the United States, Mr. Atkinson has shown that the entire wheat crop of the country could be grown on wheat lands of the best quality, selected from a part of the area of the single state of Texas, which exceeds the area of the entire German empire.

Twenty years ago the general consensus of opinion among farmers was that wheat, on the average, could not be produced at a profit for

less than one dollar per bushel, but the cost of production has been reduced one-half. Wheat in Chicago has declined from \$1.10 (gold) in 1872 to 67 cents in 1887, and is now selling in Dakota for 43 cents per bushel. The latter price will repay the cost of production on the "bonanza" farm, but to the small farmer it means ruin, the eventual loss of his farm, and his degradation to the position of a serf and a day laborer on the large holdings.

In some of the counties of this state devoted chiefly to wheat raising, the population, according to census reports, has decreased, the number of farms also decreased, but the size of the remaining farms increased, as has the total production.

It is safe to say that the profitable production of wheat by the small farmer has forever gone. It may of course be replied that all production is not confined to wheat. True, but the same tendencies are discernible in fruit culture, which a few years ago was supposed to be peculiarly adapted to the system of *le petit culture* of a few acres, but already we hear of orange and lemon groves of four and five hundred acres, and the same of olives, figs, and also deciduous fruits. Under the heading "Fruit Culture in California," a recent writer in the *Fortnightly Review* warns Englishmen of moderate means seeking investments here, of the tendencies to concentration in that industry.

When "Progress and Poverty" was written, the bonanza farm was in an experimental stage. It was permissible to predict its failure and declare, as the *Standard* constantly did, that only the small farm could be worked with profit, but with the facts given in this paper such claims are now absurd; for experience has proven that the same economies are possible in agriculture as in manufacturing when accomplished on a mammoth scale, and with the result of recent economic changes before us, it is safe to predict that within twenty years the working of small farms for profit will be an obsolete industry, and with the hand-loom will be spoken of as a relic of the past era of production.

In this state the impossibility of the small farm competing successfully with the bonanza tract is so apparent and admitted that influential newspapers have advocated a system of differential taxation in order to discourage the large holdings.

These are facts for single taxers to ponder over. To sum up; what is it that the single tax theory offers to those without capital, the class that compose 95 per cent. of our population and that produce *all* the wealth? Merely this; all that can be produced on land at the "margin of cultivation," i. e., on land of no rental value, and with the poorest tools in use. The difference between what could be produced on land of no rental value, and on land of the highest value would be confiscated by the single tax. The difference between what could be produced by the poorest tools and that of the highest productive capacity would be confiscated in the shape of interest by the small class of non-producers, who by the possession of capital and machinery will be enabled, as now, to appropriate all over a bare living to the real producers. For any lowering of the cost of subsistence that



might be effected by a decrease in the rent of land, any improvement in our fiscal policy, or by changes in our financial system; under the operation of the well known 'Iron law' of wages, remuneration for labor must continue to depreciate to the minimum amount for which the laborer will continue the production of wealth.

No, gentlemen of the single tax, a scheme of economic reform that will leave the modern machinery of production and exchange in the hands of a minority of non-producers, while those who produce all wealth are left only a bare subsistence, will not do. What labor wants is "The earth and the fullness thereof," and to effect this purpose it must itself own all the means of production. The economic system of the future will have use for both labor and capital, but it will have no use at all for the capitalist any more than it will for the landowner. This subject, however, I reserve for a future paper.

In the May MAGAZINE, Mr. Middleton admits that my article showing the insecurity of tenure that would obtain under a single tax régime, is vital to single taxers. But he says he answered the argument. Yes, certainly, but he has not disproved it. Try it again.

In reply to my argument showing the difference between economic and monopoly rent, Mr. Middleton confuses the issue by wandering off into a useless discussion as to the meaning economists attach to the words—economic rent. The only important issue is to determine how rent in amount would be effected by throwing all unused land upon the market—a necessary result of the adoption of the single tax.

I hold that rent under our present system of private monopoly is enormously increased; that the single tax, by destroying this monopoly, would reduce rent to perhaps one-fourth or one-tenth that now obtained. George ignorantly overlooked this important result that would inevitably result from the adoption of his theory.

To the average economist the question is of minor importance. But to George the question is a vital one, for his whole theory is based on the assumed sufficiency of a "single" tax on land. When he advocated confiscation of rent, he had in mind present rent, which he supposed would be transferred without diminution—less a small percentage from private pockets into the public treasury. Hence my characterization of the theory as shallow and absurd.

Mr. Middleton does not attempt to deny my exposition of the economic absurdity, but contents himself with the assertion that "it is merely a matter of conjecture, or theory as regards either its sufficiency or insufficiency." And yet if Mr. Middleton was asked what would be the probable effect on values if the various buildings in New York city were doubled or quadrupled in number, he would have no hesitation in telling you, that with such an over-supply of buildings, it would be impossible to dispose of them for one-tenth their cost, and the rental values would depreciate in like proportion. Now the same result in decrease of values would undoubtedly ensue upon the adoption of the single tax, for it would throw upon the market, not double or quadruple, but fifty times more land than there is present need for.

Under such conditions, what the decrease in rent would be is only conjectural as to whether it would approximate nearer to one-fourth or to one-fortieth of present rent.

Whether I am the first to point out this absurdity of the single tax theory is of little importance. But why should Mr. Middleton seek to discredit my efforts by citing Prof. Harris as a prior discoverer of the insufficiency of the single tax? Did Prof. Harris anticipate my argument as to the difference between economic and monopoly rent? If not why drag him in? And was it against the absurdity of my argument that "Asgill" (whoever he was) protested? If not why drag him in?

Mr. Middleton fears I overlooked the fact that under the single tax, vacant lands can not be occupied without payment of the assessed value of the state. I am glad to assure him that I quite agree with him, and also in the further fact that the adoption of the single tax will not destroy rent. I am pleased to make this admission for Brother Middleton appears to be truly grateful for any sort of admission that will tend to show any advantage of the single tax over present conditions.

However he suggests a way out of the difficulty that I have myself elsewhere suggested as an alternative plan, viz: For the government to hold the present rental values of land (after this confiscation) to about the present rates. This would substitute government for private monopoly. But then, what about that glorious privilege of free access to natural opportunities, that single taxers grow so eloquent over, if the government is to continue the monopoly system? and by the way, did it ever strike Mr. Middleton, that, whether the government charged economic or monopoly rent, it is all paid for out of the product of labor, labor pays it all.

The chief part of my argument consisted in exhibiting the absurdity into which Mr. Shearman fell, in extenuating rent under present monopoly of land and assuming its sufficiency under altogether different conditions. Mr. Middleton makes not the least effort to defend Shearman, and yet, he proceeds to cite the absurd estimate of Mr. Gros and others, as if no objection had been made to such shallow theorizing. Verily the mental processes of the single tax mind are a psychological enigma.

A word in conclusion with Mr. B. C. Stickney, whom I am pained to see at his old tricks of misrepresenting an opponent. Feeling his incompetency to argue the case on its merits, he takes the plan of crediting me with the statement "that when once a landowner has placed an improvement on his land, it is unjust for the public, at any time thereafter, to increase his taxes, no matter how greatly the land may increase in value, inasmuch as such increase of taxation would compel the land owner to sacrifice his improvements." He then wanders off into an attack on this argument, which it is not necessary to say I never made. I was only concerned in showing the insecurity of a tenure that could obtain under a single tax regime, not defending the land owner, who, like his congeners the capitalists, is

a robber of labor, a legal robber of course. Come, Brother Stickney, brace up, if you have anything to say in defense of the single tax I shall be glad to hear from you, the more so as I think you are orthodox on the subject. Brother Middleton (this confidentially) is, I fear, wobly and growing worse, and I am expecting in every issue of the MAGAZINE a protest from the orthodox wing of the party against his attitude of representing the party in this discussion. Brother Middleton has got into the unsingle-tax-like way of defending his opinions, instead of the good old fashioned way of calling all arguments "Bug-a-Boos," asserting that the *Standard* has answered such argument "a thousand times before" etc., etc. Hence he is, as might be expected, in trouble and needs real assistance.

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## MR. STUART'S SINGLE TAX FALLACIES.

BY JAMES MIDDLETON.

No. 4.

I confess a feeling of disappointment in reading Mr. Stuart's fourth article on "Single Tax Fallacies," "Is Interest Just?" as he fails to make clear the relation of the single tax to the justness or unjustness of interest. Some able single taxers like Dr. McGlynn are as much opposed to interest as he.

I expected not only a keen analysis of interest, but also that he would show clearly its relations to taxation, how it would be affected by the single tax, and if unjust, how it was to be abolished and the effect of abolition.

Instead, after discussing at some length the theories of George, Bastiat and Böhm Bawerk, he launches into a severe arraignment of our whole social system, as though any attempts to better it, or to better the condition of humanity under it, were not worth considering, and that the only hope was to sweep it away. Like some others, he looks back to the feudal system and the time preceding the age of steam as a much better period for the laborer than the present; a sort of golden age. If our present system is not an advance, then the countless host of self-sacrificing men and women who have labored for humanity has labored in vain and there is no hope for the future. But history is against him.

Our present social condition is far from what it should be. Hunger and cold and disease are as painful to-day as in the past. But, though a smaller percentage may suffer, it does not follow that the wage system is not an advance on chattel slavery and serfdom. The time

may come when our present wage system will be replaced by a system vastly better, but it does not follow that we cannot, that we ought not attempt to better present social conditions, and that the approach to that better system is not through the improvement of the present. The present is the mother of the future, just as the past was the mother of the present.

Other things being equal, the better the mother, the better the child. The hope of the future is the present. It is the highest wisdom to make the most of present institutions; to so mould them as to get the best results for ourselves, trusting to the great laws of nature that our efforts shall have a glorious fruition for coming generations.

Let us trace, then, the relation of interest to our present social state, and its relations to present taxation and to the single tax.

In defining interest, Mr. Stuart has unfortunately tangled it up with the "surplus value" of our socialist friends, so that I am puzzled to know just what he means by the term.

He says, towards the last of his article:

All over that amount goes as interest which is the surplus value of the economists to the owners of land and capital. "Surplus value" includes rent of land, rent of money (interest) and profits. Interest on money is the premium the exploiter is willing to pay for the ability to exploit labor. Interest or "surplus value," therefore, is nothing else than a forced contribution from helpless or innocent people enforced by a favored class who are able not only to live without working but to control and even limit the labor of the majority.

This severe language applies to a great army of wage workers, as well, who have their little surplus in savings banks, building and loan associations, etc.

He uses "surplus value," rent, interest and profit as synonymous terms. As the socialists use the term "surplus value," it includes all that does not go as wages, whether it be rent, interest, premium for risk, or earnings of management, or fleecings. Rent and interest are forms of the "surplus value," but they are distinct forms.

If I borrow a hundred dollars, and at the end of the year pay back one hundred and six dollars, the six dollars are interest, and are paid for the use of the money for that time.

If I borrow one hundred bushels of seed wheat, and at the end of the year pay back one hundred and six bushels, the six bushels are interest, and are paid for the use of the wheat.

These are the two forms in which interest proper appears. Interest is money or capital paid for the use of money or capital.

Prof. Macvane, of Harvard, says: "On the side of the borrower, interest is a payment for the use of other men's savings. On the side of the lender it is chiefly a reward for abstinence." (*The Working Principles of Political Economy*, p. 270.)

If it were not for the complications arising from the use of money, I expect very few would attack the justness of interest in an individualistic state, or in our present condition of society. Of course, money of itself has no reproductive power, or power of increase, but things which money stands for, do. When I borrow money, it is not the money I want, but the things which I buy with it.

It is almost a waste of words to show that, through capital, we do and may make a vastly greater use of the forces of nature to increase, almost without practical limit, the material things humanity needs.

Mr. Stuart has compared the reproductive forces of nature with interest on money at 5 per cent. Of course, if interest went on unchecked against the labor of the debtor parent, and against the labor of his heirs to the latest generation, the result would be appalling.

But the same is still more emphatically true of the reproductive forces of nature. Take a grain of corn, a grain of wheat, a pair of shad, or a pair of chickens; if their reproductive forces could work unchecked for nineteen hundred years, I doubt if the universe could hold the last product even.

Fortunately, the debts of the parents are not a mortgage against the labor of their children; fortunately, the reproductive forces of nature may be regulated by man as well as by nature.

So long as we have our present commercial system, no one will deny my right to charge a price for a loaf of bread or for a bushel of wheat; yet, in that very right, and in the increase which comes from the use of capital, lies the right of interest. The price is regulated by natural laws and so is interest. The price may be regulated by statute, and by combinations, and so may interest.

Either the use of a thing is worth something, or it is not.

When I hire a horse, a house, a ship, no one dreams of denying the justness of the owner asking of me a payment for that use; yet the transaction is exactly the same if I borrow a plane or a bushel of wheat, and what I pay for use, in either case, is interest. The nature of the transaction remains the same, if I get the use by borrowing the money from one person and then buying the things from another. It is as if I borrowed the things, instead of the money.

If use of a thing is not worth something, why then borrow?

If by law you are compelled to *give* me the use of your horse, your house, your boat, your plane, or your wheat, or your money, whenever I want, you are made my slave.

Such a law would contain the very essence of slavery.

On the other hand, if you should take advantage of my necessities to place me under subjection, it would be unjust.

Prices and interest, to be absolutely just, should be the result of a free bargain between equals. The aim, then, of the state, should be so far as possible to put buyers and sellers, borrowers and lenders, on a plane of equality.

It is because I believe that our present system of taxation constantly tends to produce inequality, and that, on the other hand, I believe the single tax justly carried out would, more than any other single measure, produce that equality, that I am a single taxer.

Capital is the result of saving. In state socialism the saving would be done by the state, and the increase due to saving would go to the state, to be used as the state should direct.

As it is now, the saving is due to individuals, and interest acts as a stimulus to saving.

To abolish interest to the individual, without at the same time, or rather previously, instituting state socialism, would be to plunge us into the depths of barbarism and starvation.

Our savings banks, our building and loan associations, our fire insurance companies, and many life and accident companies, in all of which the workers of this country (robbers according to Mr. Stuart) are to a very large extent interested, would disappear.

Abolish interest and how would the worker make provision for his children for accident, sickness and old age? A large part of wages comes out of capital or savings. Diminish the formation of capital and the effect upon production and wages would be disastrous.

Interest, then, in itself, is a blessing and not a curse. The thing to do is to place buyer and seller, borrower and lender, on a plane of equality, and then whatever is unjust in present interest or in rent, or even in the "surplus value," will disappear as easily and naturally as the snows in spring time.

The ability to pay interest depends, in the long run, upon the increase to production given by the use of capital. The greater that increase the greater the ability to pay interest. Though the ability to pay increases with the increase in productiveness, other conditions remaining unchanged, yet the rate of commercial interest depends chiefly upon the law of supply and demand and the element of risk, a fact that George seemed to overlook in *Progress and Poverty*.

Whatever stimulates saving and the formation of capital increases the supply and tends to diminish the rate. Whatever contributes to the steadiness of production and certainty diminishes that part of interest that depends on risk, sometimes called the insurance feature. Whatever diminishes the need for capital also tends to lower the rate.

Our present system of taxation works disastrously in many ways upon those who have to borrow, as well as upon the wage workers. A large part of our local taxation, and all of our federal taxation, is placed upon the products of labor as products, and upon true capital in its various forms. Such taxes restrict production, diminish capital and foster monopolies. The removal of the tax on matches cheapened them; the increased demand stimulated the production of matches. So of quinine, and so of every article in use from which taxes have been removed.

The history of England and other nations tells the same story. When the restrictive corn laws of England were abolished, commerce and production leaped forward with tremendous strides, interest lowered, wages increased. To the extent products of labor are taxed you free the landlord, as such, from taxation, and you stimulate speculation in land. That again diminishes production and tends to raise interest. It not only restricts the formation of true capital in that way, but increases the demand for capital with which to purchase the right to work the great store house of nature. It is right here that our farmers, manufacturers and business men feel the pressure of interest most heavily, and where the real injustice of

interest arises, and the establishing inequality of conditions is fostered.

Take, for instance, "Extra Census Bulletin No. 22," on mortgages in Missouri. Four counties, Adair, Bollinger, Cass and Mercer, are analyzed. I find that 54 per cent. of the mortgages are on acres and lots and 52 per cent. of the amount was for purchase price.

Bulletin No. 28, on "State and railroad land sales on credit, says: "In twenty-six states fifty-six railroad companies made 186,469 contracts within the decade, and the debt incurred was \$88,143,769."

These statistics cover only credit sales, and not cash sales. It is safe to say that nearly 50 per cent. of the present indebtedness on real estate is due to a system of taxation that fosters land speculation. Rates of interest are increased by the unjust demand created, and instability engendered. Such are some of the effects of our present system of taxation upon interest and indebtedness.

Under the single tax, improvements being exempt, and a greater security for improvements being secured, production, as I have shown from historical facts as well as economic laws, would be greatly increased. Out of this increased production and greater security must come a stimulus to saving and investment. By the law of supply and demand, interest would fall, as well as by the elimination of risk. Historical facts justify these economic laws. Interest is lowest in such countries as England, where capital and security are greatest. The abolition of speculation in land and, lowering of rents and selling price will tend to equalize conditions the reverse of our present system, and thus bring borrower and lender nearer a plane of equality. A complete abolition of monopoly of land and franchises, and freedom from unjust taxation would bring an ideal condition of equality, of opportunity.

Space forbids to analyze fully the other parts of his "Surplus value," earnings of management or wages of superintendence, and fleecings, or, as George says, "spurious profits."

Earnings of management rest really upon the same law as wages. A captain of industry, an inventor who can double the product of a hundred workers, is doing them a benefit even if he gets half or three-fourths of that increased product. Interest and the earnings of management in a condition of freedom are absolutely just. In a condition of freedom fleecing would not be possible. It was to bring about *laissez faire*, freedom of production; *laissez passer*, freedom of trade, that the Physiocrats sought to introduce the *impôt unique*, or single tax, in France over a hundred years ago. When the single tax shall be justly carried out, their labors and teachings will have found fruitage in the increased happiness and prosperity of mankind. Then the greatest obstacle to the era of voluntary co-operation will be removed.

Mr. Stuart closes by a reference to my article on security of tenure, and wants to know my authority for the legal provision at tax sales to guard the improvements. If he needs any other than the reasoning of the article itself I would refer him to lawyer Thos. G. Shear-



man, one of George's ablest followers, who elaborated it in the columns of Henry George's paper, and to George's "Single Tax Library," also to *Progress and Poverty* for the general principle on which it is based. Lovell edition, page 264, says: "Let land owners retain their improvements and personal property in secure possession." Page 287: "What is necessary for use of land is not private ownership, but the security of improvements." Mr. Stuart evidently is not as familiar with single tax literature as so savage and confident a critic ought to be. Besides, he must remember Henry George has spoken neither the first nor the last words on the subject. It has had advocates from the time of John Locke to the present.

Finally, the principle of security is already recognized and in practical operation as regards franchises in some of our cities. In New York City the ferry franchises are sold at public auction, and subject to that very provision, and the new purchaser must compensate the outgoing holder for his improvements. The same is true in the city of New Orleans regarding street railway franchises. I presume it is recognized in all other cities where franchises are sold to the highest bidders for a limited time. What is there in the single tax to prevent an adaptation of the principle to mechanic Smith or farmer Jones?

Mr. Stuart's "insecurity theory" is utterly untenable.

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## SHORT STUDIES IN POLITICAL ECONOMY.

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BY WILFRED P. BORLAND.

No. 6.

The passages which appear in quotation marks are taken from Ridpath's *Cyclopedia of Universal History*.

The passage of the agrarian law, which was brought forward by Spurius Cassius had very little effect to relieve the distress of the common people; the administration of the laws being almost wholly in the hands of the Patrician order, of course, the laws which were calculated to limit their privileges and relieve the burdens of the masses were simply not administered.

In 485, B. C., the Fabians Gens usurped the consulship, and, contrary to the Valerian Law, held it for ten years. During this interval the Agrarian law remained almost a dead letter and the Plebeians suffered all manner of oppression at the hands of the Patricians. The Patricians, becoming jealous at the continued usurpation of the Fabii, finally expelled the whole Gens from the city. At the time of their expulsion they numbered three hundred and six citizens and more

than four thousand clients; they were enticed into ambush some two years after their expulsion and slaughtered to a man. After the expulsion of the Fabii, the contest over the execution of the Agrarian law was pressed by the Plebeians with renewed vigor.

"In 473, B. C., the tribune Genucius brought forward an accusation against the consuls, charging them with neglecting to make the promised distribution of lands. The day of trial was set, but on the night before the opening of the cause the tribune was murdered in his own house. His colleagues were terrified into silence, and the trial of the consuls came to naught."

"The murder of their favorite representative enraged the plebeians more than ever, and they demanded that henceforth the tribunal elections should be conducted exclusively by themselves without patrician or senatorial interference. The tribune Volero Publilius was the leader in this movement, while the patricians were headed by Appius Claudius. The latter entered the plebeian assembly, and for a while delayed the adoption of the measure proposed by Volero; but the popular leader rallied his adherents, secured his re-election as tribune, and succeeded in forcing the measure through the assembly."

"The law required that henceforth the tribunes of the people should be chosen by a *comitia* composed exclusively of plebeians. It was a great victory for popular rights."

After the passage of the Publilian law, the agrarian agitation of the plebeians ceased for a time; the laws were more justly administered and the people remained comparatively quiet. But the popular agitation soon broke out again over the question of the codification of the laws. The knowledge and practice of the law was restricted to the patrician order, and the senate and nobles purposely prevented the reduction of the laws to writing to the end that even the tribunes of the people should remain dependent upon others for an interpretation of the statutes. The masses now demanded that the statutes of the state should be reduced to a written body, to be known and understood by all. This demand was sharply resisted by the patricians, and the agitation of the masses became warmer than ever. As incidents of this contest, which finally culminated in the appointment of a commission of three lawyers who were sent into Greece to study their legislation with the object of collecting information for the formulation of a new code for the government of the state, the plebeians succeeded in having the number of the tribunes increased to ten, and the lands on the Aventine given up to plebeian occupation.

As the result of the information collected by the commission which had been sent into Greece, the state finally received the Twelve Tables of Laws, which became the basis of all subsequent legislation in both the republic and the empire.

"The code of the Twelve Tables was noted less for revolutionary enactments than for the succinct statement which it gave of the existing laws. The law of debt remained as before, except that the rate of interest was limited to ten per cent. The marriage statute still

interdicted the union of patricians and plebeians ; and the discrimination against the proletarii, or those whose property was assessed at less than eleven thousand asses, was retained as it had been since the days of Servius. So also the old laws relative to fines, imprisonment, and the punishment of death were allowed to stand with little modification. The great benefit conferred on the state by the new code was that it gave a fixed and indisputable form to that which had previously been the subject of endless disputes, and gave publicity to the whole so that every citizen might know the laws of his country."

The course of development was to give the plebeians a larger and larger share in the government of the state ; they were all the time demanding and obtaining the right to share in the privileges enjoyed by the patrician order. Every concession gained by the plebeians was hailed as a great victory for popular rights ; it never seemed to occur to any of the Roman citizens that in forcing the patricians to admit the plebeians to the enjoyment of the same privileges as were enjoyed by themselves, they were merely extending the area of privilege and building up a stronger interest for the retention of evils which the only proper course was to abolish altogether. All governments have, so far, followed the example of Rome, the great mass of the people have always been plundered by means of privilege, and the course of development of what we term popular liberty has always been, not to abolish privilege, but merely to extend its area, and introduce a few more persons to share in the plunder of the masses.

The year 367, B. C., was marked by the enactment of certain statutes more radical, and more leveling in their tendencies than any which had yet been proposed. These enactments are known as the *Licinio-Sextian Rogations*, after the tribunes Licinius and Sextius who secured their passage. Those statutes provided that no person should possess more than five hundred jugera—about three hundred and twenty acres—of the public land ; nor should any one pasture on the same more than a limited number of cattle. A clause of the same law assigned to every poor citizen a small farm of seven jugera. It was also enacted that all payments of interest on the current debts in Rome should be deducted from the principal, and that the remainder should be paid in three equal annual installments. The patricians exercised all their power to prevent the execution of these laws, and were so far successful that, in 342, B. C., the Roman army mutinied and marched on the city. The government was forced to re-enact the Licinian laws, to which were added four additional sections providing ; first, that both consuls might be elected from the plebeian order ; second, that no Roman soldier while in active service should be discharged without his own consent ; third, that no person should be elected to the same magistracy within ten years ; and fourth, that all interest on loans should be abolished. Although there was a constant struggle between the Roman commons and the privileged classes over the administration of the Licinian laws, the patricians could

not wholly nullify the laws, and their effects within the state were wholly good. It was the independent and patriotic spirit, fostered by the Licinian laws, that enabled Rome to assert her supremacy over the whole of Italy and placed her in a position to successfully contend for the supremacy of the world with her great rival, Carthage.

Those great contests with Carthage, known as the Punic wars, were fatal to the liberties of the Roman people. During the interval between the first and second Punic wars, the good effects of the Licinian laws were plainly apparent; the commons were contented and prosperous and the agrarian conditions were such as to afford little cause for complaint; it was during this interval that the tribune Caius Flaminius secured the passage of a law by which the northern lands, acquired by the state, were distributed to the poor. But as the lust for conquest became developed, the people became careless of their liberties; the checks which had been put upon the arrogance of the privileged classes were gradually allowed to lapse and the agrarian laws which had secured some approach to equality in the state were no longer observed. The process was such as has always accompanied great wars all through the course of human history; while the state is assailed by enemies from without, the people have no time to attend to the enemies from within.

The social condition of Rome after the final destruction of Carthage, and the subjugation of the empire created by Alexander the Great, was pitiable in the extreme.

"The state was corrupted by luxury and conquest, and the old heroic virtues of republican, agricultural Rome were well nigh extinct. Troubled no longer by formidable foes abroad, it only remained for her to rule what she had acquired, and to give opportunity for the growth of the arts of peace. For this duty the character of her people and the political constitution of her society rendered her unfit. The habit of conquest had become fixed by centuries of indulgence; the disposition to take by plundering rather than create by industry was now a second nature, whose demands would not be hushed."

"The fundamental difficulty in the state arose from the question of landed property. The multitude of small farms which had been the pride of the republic were now absorbed in a few vast estates owned by the nobles. The former land owners had become impoverished, and had gone to Rome. Their places were taken by slaves. The poor freemen became the clients of the rich. The old Licinian law, which required that the lands of Italy should be cultivated—at least in part—by free labor, had become a dead letter. All attempts to revive and enforce its provisions were resisted by the combined power of the aristocracy. When appeals for relief were made to the government the same power confronted the petition. It was evident that nothing less than a blow struck at the fundamental principle of land ownership could bring about the needed equilibrium in Roman society."

To this period of Roman history belongs the story of the great popular reformers, the brothers Tiberius and Caius Gracchus.

## THE SOLIDARITY OF ALL REFORMS.

BY JOSÉ GROS.

No. 1.

We can distribute minds in three general groups, viz: The retrogressive, the stationary and the advancing group. The stationary minds are about satisfied with the general course of what we call progress, because we have to give some name to the march of human events. The retrogressive minds are dissatisfied with present conditions because afraid of all tendencies to more or less rapidly modify the present social status. The advancing minds are afraid of nothing in the line of popular agitations. They know that, as it is in nature, so it is in human societies, that new and fresh creations must be preceded by agitations and turmoils, that dark massive clouds, with the roarings of the distant thunder, must shake yonder mountains, that lightning streaks playing with cloud and sky, with forest and mountain peak are but some of the inevitable manifestations of power asserting its own regenerative forces, its self automatic processes in the evolution of a new life and new forms with new beauties and new aromas, with harmonies fresh and new.

There is of course a great difference between nature in its mechanical exhibitions of power, when in search of a new equilibrium of forces, through an apparently transient disequilibrium, and human societies when agitated by conflicts of mind, in search of some form of justice, as a reaction against prolonged injustice, anxious of freedom in some form against oppression in forms more or less pronounced, more or less repulsive, more or less refined, but revolting enough anyhow. Social agitations or storms, if not properly conducted, are seldom conducive to much permanent good, and later on the work has to be done over and over, because improperly carried out from the first.

The distinctive feature of our historical period over all previous ones is the great variety of reform schools struggling for mastery over the petrified social structures that centuries have erected. Because, the more carefully we study past and present developments, in all social combinations, the less inclined we feel to see any fundamental advance, in that boasted progress of ours. In all periods do we approximately find the oppressed fighting against the same basic hidden evils, the men hardly conscious of what they need to do to really improve their general conditions, always and forever dealing with some of the symptoms of social disease, and never with the disease itself, always trying to suppress effects, never grasping the cause from which the effects spring up.

It is hardly worth while talking of human progress as a tangible reality as long as in all civilizations, crude or polished, primitive or finished, simple or complex we notice the same fact, viz: From 80 to 90 per cent. of the race forced to live on the conditions fixed by

2 or 3 per cent., and even the 12 or 15 per cent. between the two social extremes living more or less under the iron rod of king monopoly, in industrial and political conditions. As long as that fact remains, what is human progress but an ever changing group of outward modifications in national and individual life, which leave the essence and the foundations as incomplete as ever, as unjust as ever?

The great variety of reform schools we have spoken of can really be massed in two groups or schools, starting from two general conceptions of governmental action, the one extremely simple, the other extremely complex, the former in close alliance with natural and ethical laws, the latter in loose alliance with the same, when not at war with them, unintentionally of course. Perhaps it is natural that that should be so. After so many long centuries of complexities in all governments, how can we expect that all reformers shall at once give the cold shoulder to the complex, and long for extreme simplicity in governmental machinery?

It is a pretty difficult job for most minds to break at once through a long chain of traditions. In the matter under discussion the tradition is a certain degree of restrictions by the government, lest social anarchy follows because of too much freedom left to individual activities. Just as if too much freedom could ever produce any bad results, as long as by freedom we understand equal and universal justice. We therefore take for granted that in the evolution of social growth we must expect the two groups of reformers above mentioned, the one wishing reform through more or less restrictions, the other through freedom only, the latter giving to government just as few functions as possible, the former letting government have more attributes than compatible with maximum individual freedom.

We must try to have two short distinctive names for those two groups. One of them has it already, and the name is single taxers. The other general group, composed of several individualized groups, they all more or less opposed to the single tax, we shall call them plural taxers, in natural contrast with the non-advancing minds whom we shall call tutti taxers, because they want to tax everything, according to old notions on the subject, or at least as much so as the people are disposed to endure from their masters in legislative halls.

The general views of the plural taxers are socialistic, in the sense that they want to increase the duties and responsibilities of individuals to society by curtailing individual initiative. That implies the right of society to greater and greater interference with what single taxers consider individual rights to be respected by human laws, instead of being more or less trampled by them, under the assumption that public good requires it. All such socialistic schools are the inevitable result of past and present socialistic civilizations. And they all have been so because they all have interfered with individual rights, just as sacred as any rights can be.

There is, of course, a great difference between the socialism of our civilizations, past and present, and the one attempted or speculated upon by our socialistic schools, or plural taxers—as we have agreed

to call them, since some of them may not quite like the name socialistic. The intentions of such schools are good enough. Their aim is to suppress many of our glaring evils and make legislation rest on the common consensus of the working masses, while even our American civilization rests on giving to such masses just as few rights as possible, by concentrating all power, or pretty nearly so, on cliques of politicians.

We, therefore, have a great deal of respect for our socialistic schools, and consider their followers as brother reformers whose work will tell, sooner or later, in the grand rectification which is to take place if civilization is ever to be a reality and not a mere name, to simply gratify human infatuation or self-conceit. All the same, we must be frank with such reformers, and thus show them that many of their conceptions of social growth are far from correct, that their usefulness may increase. And that is what all reformers are after, to become, day after day, more efficient in the remodeling process of human societies.

We all have to go through the same gradual elimination of old conceptions and the acquisition of new ones, before we grasp the situation in full and master the fundamentals in all social phenomena.

The writer is often forced to laugh at himself when he reads his first Essays, twelve, fifteen and seventeen years ago. And yet, even then, he had already discovered the source of all social disturbances, the primary cause of all national and international disequilibriums, something that many of our brother reformers, the plural taxers, have not yet found out. The process by which he discovered the basic evil in question was as follows: He commenced, twenty-one years ago, to study the development of all national life in connection with economic conditions. He noticed that in proportion as population increased, the value of land increased, not only in cities but in country belts, purely agricultural lands. Then he observed that even land under a high degree of cultivation, gave a lower gross and a lower net product than land poorly cultivated, when the latter was low priced because of scanty population around, and the former was high priced because of larger population around, all in relation to the value of the land. For instance, land at \$5 per acre, poorly cultivated, gave \$10 gross and \$5 net product. Land at \$100 per acre gave \$50 gross and \$25 net product, even when highly cultivated. The crude farmer could then pay for his land in one year out of his net earnings. The skillful farmer needed to work four years to pay for his land out of his net earnings.

The above figures are round averages for the sake of illustration in vivid forms. The process can be noticed in all nations, under all social and political conditions. The process is, of course, more pronounced in modern times and in nations where the increase of population has been rapid. It is still more visible where industrial growth has been more intense, because of new inventions in saving labor machinery.

To a thinking mind, diverted from all personal infatuation, what



does that mean? Skilled labor less and less remunerative in proportion to new conditions, new needs and higher aspirations. It is all radically wrong, wrong from the bottom; essentially unjust from the foundation. Under such principles all civilizations must prove to be a naked farce, no matter how much wealth may be created, no matter how many brilliant inventions may be originated, no matter how much human wisdom and human virtue may be piled up here and there.

We therefore propose to show in future articles, that while all reform schools are more or less conducive to good, as a matter of educational process, and may eventually come to agree in a given line of march, 'yet, until this takes place all reforms are lame and incomplete, which fail to take the matter of healthy land distribution as essential to healthy social growth, or fail to give us a simple scheme by which to enforce and carry out such a healthy land distribution.

[To be continued.]

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## CONSISTENCY WITH A VENGEANCE.

BY LEONARD J. MILNER.

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Of what use to labor to raise the standard of a locomotive fireman? is the somewhat derisive inquiry heard by the writer a few days ago. in a car, where he was running over a long route, and it was uttered with a sneer. Let us have a reasoning together as the nearest possible way to a conclusion.

A fireman has just so many dollars on such a day each month, for a duty done in a certain way, and at stated times and on specified trains.

The railroad president, has so many thousand dollars a year for ? ? ? in some cases making use of his position to prostitute as many of its head men as is necessary to carry out the views of some few of the stockholders, regardless that the rights of all should be equally protected. He has also the usual way of taking care of all his and his wife's relatives, at the expense of the railroad corporation which is cheaper far than putting his hand in his own pocket and using his salary to do it, and in this it doesn't matter to him a button if they, the relatives, ever saw or heard of a railroad accounting or any other position into which these blockheads are thrust; the only point our president is interested in is the one of drawing the largest salary for the gang that he can arrange for, and the competents in the various offices

know that this procedure is not only a very common one, but woe to the employe that opens his mouth on the question, or refuses to help do the work for auditor or other official to make the bull heads work pass into the records; then it is not an uncommon thing for one of these men in charge of the management of a railroad to speculate with outside matters in some covert way, for instance, he would not hesitate with the connivance of some of the wealthy and controlling stockholders to build a few branch lines, at low cost, if not from rejected material of the trunk line, and then, when it was ready to run a slow train over, lease it to the main line, (his own line, to him as owner of one and paid manager to the other), at a rate it would never earn, "as a means of preventing competition." The honorable man would not hesitate to say that this was only a way of stealing, but that old fashioned term is now out of date, and he is looked on as a "pusher" or a "hustler," not as a "thief," oh no; and, then the great man at the head of the road dines in his private office (?) at the expense of the "road" on the fat of the city in which he is located, while his clerks and those who are so fortunate as to work all hours in his august dominion, dine on corn beef hash, four times a week, and on some other stale preparation that is to be had at the cheapest rate to be found then these men, who are so employed, are allowed just so many minutes in which to go to their "hash factory" or "foundry," as many term it, and if any one or six of them are bold enough to say aught in an uncomplimentary way of the stuff, they have to work until midnight for a day or two, "just for discipline." If the few men at the head of other people's property take a notion to do so, they lay out a route in which a bridge is to be built, and in such a way as to divert traffic for 100 or 125 miles, and three or four of them build the bridge, and then rob the stockholders of more toll that ought to go to the main line. This is not a fairy story, and the incidents sooner or later are to be unearthed in the courts of a western state, if not of the United States, and it will bring down more than one man who has figured his spoils at a round million dollars. The feeding of the men is, in the knowledge of the writer, not only true in each particular, but is done six days in a week in one of the largest of the cities that border on Lake Michigan.

Contrast our fireman, who gets out of bed perhaps at 2:30 a. m., eats what his wife lovingly prepared for him the night before, takes his dinner and breakfast in a "tin pail" and travels a mile or two and attends to getting his machine in readiness for his days' run, and is off at an hour when the magnate is just crawling, if not rolling, into his bed, after a night at the ? ? ? or with the "boys." The fireman eats his hastily prepared lunch, on the machine on the run, or at some station where he is allowed five or ten minutes, and during the time has a dozen other things to do, and uses a pint of water from the tank pail, or goes into the hash foundry of the station and pays "half rate" for his coffee.

What use to elevate these men, who honestly and faithfully earn their living, and try to do their work in a manner acceptable to the

dudes and fools put over them as in the various positions in and on a railroad. Who that has been there that does not know the whole story, and the Lord help him if he opens his mouth to say "nay," and if the half should ever be told, of what avail would it be to the fireman or to any other grade of the men who run our trains, and attend to business, while other and far higher salaried employes, of the same road, travel on their own business or are engaged in some of the schemes so frequently put before our courts to wrest the management from some scheme of speculation? Does the fireman or engineer have any chance to steal? If so, how? He does have a first rate opportunity to see and know things that he is expected to shut his eyes to, or woe to him or his if he dares to say his soul is his own.

It is then easy for the president to speak in terms of contempt of his men, when they have the audacity to assert their right to manhood. Let us suppose Mr. Depew, with his fifty thousand dollars a year to fret and worry away time with, never earned in his life fifty cents a day from his knowledge of railroads, but he is necessary to protect the interests of a family that inherited, not brains or business capacity, but the millions of their Dutch predecessors.

Take his satellite, Webb, with a double prefix, his whole railroad tutoring was five or six weeks in a tower in the yard in the N. Y. C. & H. R. R. R., and he is the son of the man who is annexed to the same family, but as he has some money in the "family," he "is a rising man," the willing tool of shrewder and fully as unprincipled men.

Jay Gould, who has so lately gone to his grave, was as guilty of many murders, as if he had shot or stabbed his victims, only it was from misplaced confidence he would get control of a property and then ruin its stock value, by methods peculiar to himself, and when all others were getting nothing from the road, he was quietly buying its stock at a price next to nothing, and as soon as he had control he would at once make a different showing, and then as soon as it was possible, would issue twice or three times as much stock as before, sell it and put the proceeds into his own pocket.

Andrew Carnegie has queer ways of stating the case. On his head and his tools, be the blood of the victims of his rapacity at Homestead. It is easy to create a row, and to violate his own agreement with his own men, "that he cares so much for" ten days before that agreement expired, and to claim anything under the hand of the miscreant who has caused the shedding of so much blood in his day, in the valleys of the old state on whose face he is and has been such a blot and excrescence, and who has been spared, let us hope, for some good purpose, not to wreak his venality on the men who are "only working men." Frick, Carnegie and the Devil have shown us what to expect when the Pharisaical author of "Triumphant Demagogery" is put into a place where his so called doctrines for the workingmen's uplifting shall be tried. Let us hope it will be when hell itself will yawn for this precious pair, and when the prostitution of the old state of Penn-

sylvania will not be possible at the order of such fiends in human form who menace people who can not live up to their agreements for the reason that the hirelings of a rich corporation can and do manage the governor of the state so that hundreds of thousands of dollars are spent in quelling a row started by Carnegie and Frick and their gang—for what? Let us see. If the men could be shut out a few days in advance of the time set, under pretence of a strike, Carnegie could reduce their wages—say twenty cents a ton on a part and forty cents a ton on more—say thirty cents on a ton on an average. Is it of any interest to this scoundrel to do this? Figure up the total production of the various mills in which he is owner or in control, and this small amount will be found to make a difference in his one year's profits of twenty thousand dollars a week, or not less than a million dollars a year, not quite enough to keep a few workmen and their families at work for a dull month or two, but this is not all.

Carnegie is one of eleven concerns, that are in a pool, for the rolling of all sorts of bar iron, and if he makes more than so many tons a month of that kind, he has to pay into the pool, fourteen dollars for each ton over such amount, and if he is so busy with other sorts of iron that he does not make so much as his quota, then the other ten have to pay him fourteen dollars a ton for what he does not make that month; it is so or was so only a few months ago, for the writer had in his possession the certified copies of the pool. This is not hearsay, it is fact, and it is a pity that the poor iron mill man can not run at a profit. Just let any man undertake to start a mill doing this sort of work and see how soon these "poor mill men" would play Standard Oil Company, and put the price of that iron, ten dollars a ton below cost, to kill the other fellow out. This is a fact, it has been done, is now being done, and the Cooper Hewitt & Company of Trenton is one of the eleven.

"For the loaves and fishes," is the evident game of these self-constituted philanthropists, and what is to be the outcome?

Edward Atkinson, of Boston, has had a ten-thousand-dollars-a-year place in an insurance company owned and run by the silk stocking cotton manufacturers, for the past fifteen years, not for his knowledge, but he was to be taken care of, and he can with complacency sit in his company's office, use its shorthand writers and dictate his twaddle to the workmen as to cooking in his Aladdin Oil Company's Cooker, with their oil and his gas, a meal of palatable and nutritive food for the sum of three cents. This is his scheme of getting men down into the slum of tramphood to grovel like the hog. And this demagogue has the effrontery to say this when he is the tool of corporations who pay their treasurers not a small but a large salary, to do what far abler men used to do for a tenth the pay, but with this difference, the old style managers were large owners and the concerns prosperous, the present ones are in many cases not owners, but they all go together and get the loaves and the fishes, marry their sons to wealthy daughters, and so propagate a race of the most arrant humbugs, who preach what they do not dare to practice, and what is only degradation to the working man.

What shall the working man do? *Stop playing fool.* Don't vote for the scum of creation or put it into their power to control the legislation in all the states. There is life and hope. Work in silence, do as the sneak thieves do by you, work your plans in utter silence for a year or two, do not allow the traitors to truth to know what is to be done, don't run three or four associations instead of one, don't keep any man at the head of any of your orders who has become rich in managing for you. Shut him out, let only the man who has done his duty fully, into your councils; do not be divided, remember the dying man and his sons and the bundle of sticks. If you stand together you can triumph and the sons and sons-in-law of the millionaires who never soil their white hands, but who drink, carouse, sail in half million dollar yachts and have a big time off the income of your work, would soon come to their senses and pay something like fair and equitable prices.

Think it over; no honest reasoner can dispute the statements or conclusions.

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## THE CONCENTRATION OF WEALTH.

BY GEORGE C. WARD.

No. 1.

That "the rich are growing richer and the poor becoming poorer," is an assertion that is vigorously denied on the one hand and just as strenuously insisted upon, on the other. Optimists smilingly declare that the nation was never more prosperous, nor wealth more widely diffused among a prosperous and contented people than now; while pessimists sound grave notes of ominous warning and tell us that never were a people so rapidly becoming pauperized and enthralled in the yoke of industrial serfdom than are the people of the United States at this time. If one had no choice than to choose between these widely divergent and clashing opinions, nothing but perplexity and doubt could be the inevitable result. But luckily we have a more reliable source to look to for a definite conclusion of the matter. To private statistics compiled by reliable statisticians and to official statistics compiled by authorized officials must we go for a reliable answer to this much mooted question.

In proof that this assertion is not the mere vamping of a disgruntled "calamity howler," I submit the following statistics: The wealth of the United States January, 1891, expressed in round numbers, was \$62,000,000,000. The population of the country was 63,-

000,000; divided into families of five each and we have 12,600,000 families. Thomas G. Shearman, the eminent statistician, says that "40,000 families" had at that time secured one-half of the wealth of the country, \$31,000,000,000, an average of \$755,000 each. Again, he says that "fewer than 250,000 families had in their possession three-fourths of the wealth of the country—46,500,000,000, an average of \$186,000 each. As a result, if 250,000 families have secured \$46,500,000,000, there remains \$15,500,000,000 for 12,350,000 families, which would give an average of \$1,225 each. Tabulated the showing is as follows:

250,000 families at \$186,000 each . . . . .	\$46,500,000,000
12,580,000 families at \$1,225 . . . . .	15,500,000,000
12,600,000 families. . . . .	Total . . . . . \$62,000,000,000

So much for private statistics.

Again; the United States census reports show the proportion of the nation's wealth which is owned and in the possession of workers and non-workers—the idlers and the toilers. The showing is amazing! stupendous!! appalling!!!

Do we realize the alarming significance of the following table:

Year.	Workers' share per cent.	Non-producers' (parasites) per cent.
1860—16,000,000 . . . . .	43 $\frac{3}{4}$	56 $\frac{1}{4}$
1870—30,000,000 . . . . .	32 $\frac{3}{4}$	67 $\frac{1}{4}$
1880—40,000,000 . . . . .	24	76
1890—60,000,000 . . . . .	17	83

Do not misapprehend what is here meant by laborer. It not only includes the employes in manufactories, mines and shops, but also in the field. It not only includes the tenant and laborer on the farm, but every person who devotes his time to it—all except the non-producers.

That is to say that in 1860, labor owned seven out of sixteen dollars in wealth in the United States, and in 1890 only seventeen out of every sixty dollars in wealth. Again: In 1880 labor owned \$9,600,000,000 of the \$40,000,000,000 of wealth in the nation, while in 1890, after ten years of unexampled national prosperity and production of wealth, resulting in an addition of \$20,000,000,000 to the nation's wealth, labor got for its share only \$600,000,000, while the parasites got all the rest, or \$19,400,000,000.

Figuring in the arithmetical progression of the increase of the national wealth for the decade, we find that while the net increase of wealth, above consumption, for the year 1890 was about \$2,300,000,000. Labor got but \$80,000,000 of such increase, while what is broadly and vaguely termed capital absorbed the residue, or \$2,220,000,000. This being the case, labor is certainly vitally interested in the query "How were these results produced?" and it is in an endeavor to answer this question that this and two succeeding articles will be written.

All political economists are agreed in the main proposition that the three factors which conspire to rob labor of the product of its

toil and reap where they do not sow, are interest, rent and profit. It is when they endeavor to arrive at a determination as to which of the three factors is the greatest robber and attempt to approximately point out the amount stolen by each, that economists disagree. Some say that interest is the biggest rogue; others, that profit gets the lion's share; while yet others assert that rent is the robber of robbers and not only despoils the other robbers of their spoils, but also takes all that they leave. I shall endeavor to approximate the amount taken by each and give to each factor its due share of ignominy.

Commencing with interest, we will first dispose of the present existing private banking system.

From a recent issue of the American Banker, I clip this item:

"New Orleans is becoming a savings bank city, says, the Times-Democrat. The growth of manufactures here, the large amount paid weekly to hands, call for the establishment of institutions where these workers can deposit a portion of their earnings. The success of the savings banks already in operation prove this; and the two new ones can count, therefore, on business and prosperity. They will be a great boon also to the thousands in New Orleans who want some place in which to put their savings."

The foregoing paragraph faithfully portrays the state of affairs, not only in New Orleans, but in other large cities. Labor wishes to lay by a nest egg for future contingencies—the possible loss of a job and consequent idleness, sickness and old age, a prospective home, etc., etc. Attracted by the legend so familiar to our eyes—

4 per cent. interest paid upon savings deposits.

5 per cent interest paid upon time deposits.

labor deposits its savings and fondly dreams of the accruing benefits from money at interest. But; labor does not read, or, reading, does not weigh the import of this sentence: "The success of the savings banks already in operation prove this; and the two new ones can count, therefore, on business and prosperity!!" If labor would only think, it would soon find itself asking: "From whence comes the prosperity to these banks which makes their stock shares worth anywhere from 25 to 200 per cent. premium?" Turning to official statistics, labor would gaze in wonder at these figures:

#### NATIONAL BANKS SEPT. 30, 1892.

Capital, \$686,573,015. Surplus, \$238,871,425. Undivided profits, \$103,632,501. United States bonds, \$183,439,550. Cash, \$332,941,798.

#### NET PROFITS OF NATIONAL BANKS.

Table showing the net earnings of national banks from 1870 to 1892, both inclusive:

1870	\$55,810,891	1881	\$58,622,558
1871	54,558,478	1882	54,007,148
1872	58,075,430	1883	52,362,788
1873	65,048,478	1884	43,625,497
1874	59,590,931	1885	55,165,885
1875	57,936,224	1886	64,506,869
1876	43,638,152	1887	65,360,496
1877	34,966,990	1888	69,618,265
1878	30,606,589	1889	72,055,568
1879	31,551,860	1890	75,768,614
1880	45,186,084	1891	66,658,015
Total		\$1,262,926,864.00.	



Of this amount \$143,000,000 was added to the surplus fund, \$55,000,000 carried to undivided profits, and \$1,064,926,864 paid out as dividends to the holders of stock shares, being \$48,405,744 a year, besides the average sum of \$9,000,000 a year carried to surplus and undivided profits. (All approximations.)

Summary of the condition of 3,191 state banks, 168 loan and trust companies, 643 savings banks 416 stock banks, and 1,161 private banks—5,579 in all, 1891-92. Sept. 30, 1892.

## LIABILITIES.

Capital stock . . . . .	\$396,894,845
Surplus fund . . . . .	258,161,249
Other undivided profits . . . . .	70,558,927
State bank notes outstanding . . . . .	137,282
Debenture bonds . . . . .	11,865,280
Dividends unpaid . . . . .	906,798
Deposits subject to check, etc . . . . .	1,198,826,545
Savings deposits . . . . .	1,712,768,026
Due to other banks and bankers . . . . .	67,707,540
Other liabilities . . . . .	59,527,724
<b>Total liabilities . . . . .</b>	<b>\$3,751,649,164</b>

## RESOURCES.

Loans on real estate . . . . .	\$928,789,483
Loans on collateral security other than real estate . . . . .	868,749,969
Other loans and discounts . . . . .	984,374,347
Overdrafts . . . . .	7,267,436
U. S. bonds . . . . .	154,026,895
State, county and municipal bonds . . . . .	408,224,457
Railroad bonds and stocks . . . . .	158,697,319
Bank stocks . . . . .	46,302,910
Other stocks and bonds . . . . .	172,477,306
Due from other banks and bankers . . . . .	261,278,559
Real estate, furniture and fixtures . . . . .	97,070,359
Current expenses and taxes paid . . . . .	6,606,520
<b>Total cash on hand . . . . .</b>	<b>\$197,799,894</b>
<b>Other resources . . . . .</b>	<b>44,446,824</b>
<b>Total resources . . . . .</b>	<b>\$3,751,649,164</b>

When told that this prosperity was derived from the difference between the interest paid depositors and the interest paid by those who borrowed their deposits, labor would at once ask; "Who pays this interest?" And in tones of thunder the answer would come: "Labor pays all interest." Yes; instead of labor receiving interest upon deposits, labor pays the banks for taking care of its money.

On September 30, 1892, the amount of money coined, stamped and issued and not in the United States treasury was as follows:

Gold coin . . . . .	\$411,524,829
Standard silver dollars . . . . .	69,568,108
Subsidiary . . . . .	64,916,209
Gold certificates . . . . .	121,210,639
Silver certificates . . . . .	526,849,527
Silver treasury notes . . . . .	107,001,950
United States notes . . . . .	522,608,158
Currency certificates . . . . .	16,290,000
National bank notes . . . . .	166,066,106
<b>Total . . . . .</b>	<b>\$1,596,049,983</b>

But this volume or amount of money assumed or popularly supposed to be in circulation in the hands of the people includes all money of all kinds ever issued in the United States which was not in the United States treasury on September 30, 1892. Much of this money has been lost, destroyed, or carried abroad, and due allowances should be made for such losses. Four or five years ago Director of the Mint, Leech stated that \$270,000,000 of such gold had utterly disappeared and could not be accounted for. Since he made such statement we have lost a vast quantity of gold by export to foreign countries. I summarize thus:

Amount supposed to be in circulation . . . . .	\$1,596,049,983
Deduct—	
Loss in gold coin . . . . .	\$300,000,000
Loss in silver coin . . . . .	20,000,000
Loss in paper currency . . . . .	50,000,000
In banks of all kinds Sept. 30, 1892 . . . . .	530,731,182
	<hr/>
	900,731,182
In hands of people outside of banks . . . . .	\$695,318,801
Deduct for the people's pocket change, in store tills, business offices, etc., etc., . . . . .	150,000,000
	<hr/>
Actual working cash bankable capital . . . . .	\$545,318,801

Now then: On September 30, 1892, the banks of all kinds and loan and trust companies owed depositors the enormous sum of \$4,677,017,554, showing that every dollar of the nation's active, working capital was deposited more than eight times. At the same date, the same banking and trust institutions had owing to them, under the head of "loans and discounts," the sum of \$4,355,263,121, or almost exactly eight times the amount of active working capital in the hands of the people, which proves conclusively that every dollar of such active banking system was burdened with eight interest charges. Now assume that the average rate paid upon the total sum of these deposits was 3 per cent. (much too high an estimate), and we have an annual interest payment to the depositors of \$140,310,526. Now assume that the average rate of interest paid by borrowers was 8 per cent. (much too low an estimate) and we have an annual interest payment to the banks of \$348,421,049. Say it takes 1 per cent. upon all loans and discounts to pay the expenses of the banking system. The ledger then stands thus:

Loans and discounts, \$4,355,263,121 at 8 per cent. . . . .	\$348,421,049
Less 1 per cent. for expenses . . . . .	43,552,631
	<hr/>
	\$304,868,418
Less interest paid depositors . . . . .	140,310,526

Profits realized by banks in 1892 . . . . . \$164,558,892

Of course it will be readily apprehended that the interest received by depositors is paid right out again by them in increased cost of all goods, wares and commodities bought by them. Interest enters, as a factor, into the cost of everything.

I have thus elaborated the banking question, because the remedy seems so simple and easy. If the people would nationalize the banks, letting them be operated by the people, for the people, at cost, guaranteeing to depositors absolute security for and sure return of their deposits, and loaning such deposits to borrowers upon ample bankable security at the cost of carrying on the banking system; the result would be that the people, as a whole, would save annually the sum of \$304,868,418, and the depositors would really get, in decreased cost of goods, wares and commodities, the 3 per cent, they now imagine they receive but in reality do not get.

My readers will please bear in mind that national banks are not

allowed to loan on real estate, while the various other banks and loan and trust companies show only the sum of \$828,739,483 loaned upon real estate.

I shall take the statistics of the year 1890 as a basis of computation for the journey of exploration we are about to embark upon.

At the very outset, one is met with such a perplexity of vague, conflicting and variant estimates as to the amount of interest bearing indebtedness resting upon the people of the United States, that it is an exceedingly difficult matter to state with any degree of accuracy the amount of such obligations. The best that can be done, under the circumstances, is to endeavor to arrive at as close an approximation to the facts, as is possible. From a careful investigation and close consideration of the available statistics, I have arrived at the results represented by the following tabulation.

Loans and discounts of banks of all kinds, loan and trust companies, etc. . . . .	\$4,000,000,000
Railroad bonded indebtedness . . . . .	5,000,000,000
Farm and home mortgages . . . . .	4,000,000,000
Bonds of street car, water works, gas and electric light companies, brewery trust and other syndicate bonds, borrowed capital in manufacturing industries, etc., etc. . . . .	5,000,000,000
Building and loan associations, chattel mortgages, etc., etc. . . . .	1,000,000,000
National, state, county and municipal bonds . . . . .	2,000,000,000
<b>Total . . . . .</b>	<b>\$21,000,000,000</b>

It will be noticed that I did not follow the single tax formula of classing the railroad indebtedness as so much land values; nor did I treat the farm and home mortgage debt as one, the interest upon which would be included in the payment of the single tax of 5 per cent. upon economic land values amounting to less than one-half the face value of the mortgages. Aside from their right of way, the cost of construction of the railroads and then of rolling stock, etc., is probably more than four billions of dollars, which added to Mr. Gros' railroad land values of five and one-half billions, would give them double the amount of capitalization, the people are willing to concede they are worth. The single tax and the dividends upon their untaxed personal property, would constitute a robbery, which would not be lessened by the recovery of one-half of it as a tax. Nothing short of square repudiation can ever merge the farm and home mortgage indebtedness into an economic land value of less than one-half the amount of such indebtedness, or construe the interest as having been paid when the single tax upon such land values is paid to the people's government.

Now as to the interest charge upon this vast and incomprehensible burden of indebtedness. The railroads paid interest amounting to four and one-half per cent. upon five billions. Bank interest certainly averages eight per cent. Farm and home mortgages bear an average of seven per cent., to say nothing of cash commissions and commissions mortgages. I am of the opinion that we shall err in the direction of conservatism, if we put the average rate of inter-

est at six per cent., at which rate the interest charge for 1890 was \$1,260,000,000.

But not all, or nearly all of this vast sum of interest received was so invested in land, permanent improvements, industrial enterprises and real, tangible, material wealth as to form a part of the "residual increment" or net increase in national wealth. The greater part of it was received by individuals to whom it furnished the means of livelihood, or facility of living, without labor, upon the fruit of other's toil—"In the sweat of other men's faces."

It will be understood that this item of "interest charge" represents \$1,260,000,000 in wealth, which, although produced and created by productive labor, was absorbed and retained by the holders of the interest-bearing certificates of indebtedness enumerated above, at least one-fourth of which are held by foreign nations, principally by England.

Very much of the interest received by these foreign nations is re-invested in the United States, resulting in alien ownership, in great part, of our breweries, flouring mills, railroads, and various other industrial plants, as well as about seventy million acres of our lands.

I tabulate thus:

Net increase in wealth 1890 . . . . .	\$2,300,000,000
Interest charge so invested as to form a part of such net increase . . . . .	600,000,000
	<hr/>
	\$1,700,000,000
Less portion retained by labor . . . . .	80,000,000
	<hr/>
Residue to be accounted for . . . . .	\$1,620,000,000

In my next communication I will take up the consideration of the factor profit.

[To be continued.]

#### THE BRAKEMAN.

No doubt you have heard that bewhiskered old tale,  
Of "Comrades" since both 'em were boys,  
When one had his freedom, the other broke jail,  
They whacked up their sorrows and joys.

I know of a friendship more lasting and true,  
'Mong Comrades who live on the rail,  
A friendship that's loyal and lasting as new,  
When they pass down the shadowy vale.

CHORUS:—Always together in sunshine and rain,  
Facing the weather on top o' the train,  
Watching the meadows move under the stars,  
Always together on top o' the cars.

*Cy. Warman.*

# MECHANICAL.

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## A DEFECT IN THE CAR COUPLER BILL.

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BY WILFRED P. BORLAND.

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The "Railroad Car Journal" calls attention to a defect in the recently enacted car coupler law which, it cannot be denied, is a serious one; that is the lack of any provision in the law calculated to secure uniformity in the means employed to secure automatic coupling of cars. As the law now stands the railroads may equip their cars with any one of the thousands of automatic couplers which are floating around the country, providing they do it within a specified time, and the consequence will be that we shall have nearly, if not quite as great a diversity in the styles of draw-bars under the action of the law as we have now. There is no possible excuse for the existence of the car coupler law other than the obvious one that the great army of men engaged in the work of car coupling will thereby be protected, absolutely, from the avoidable dangers of their calling, and this lack of provision for uniformity defeats the very object of the bill and leaves the employes, who are the ones most vitally interested, in very little better position with respect to an absolutely safe car coupler than they are at present.

There are thousands of automatic couplers in the country, any one of which, if adopted universally, would afford employes absolute exemption from danger; but it is a well known fact that when two or more separate styles of such couplers are liable to be encountered at any time the advantages of their automatic features are lost, and the employes who have to handle them are not protected, but on the contrary their danger is increased by the existence of those very automatic features calculated for their protection.

This bill is but another example of the petty, two by six, legislation with which we are continually afflicted by our servants (?) the law makers; a bill aiming at uniformity was introduced into and passed the house, but the senate promptly emasculated the bill by cutting out the clause which provided for the selection, by a vote of the railroads, of a universal type of coupler, and we have now a law, the ostensible object of which is to protect the employes; but which, like the great majority of the laws which are passed in the interests of the masses, does not protect them.

It is idle to say, as some persons do, that the law in its present shape is the best that could have been secured and we should, therefore, accept it cheerfully, on the principle that "a half a loaf is better than no bread." The present law is not the best that could have been

secured. The demand was for a law that would guarantee to the employees absolute safety from the avoidable dangers of car coupling; the conditions necessary to secure such safety were well understood, and our law makers should have been given to understand that they would better leave the car coupler question entirely alone until such time as they could pass a law which would fulfill those conditions. Nothing worth having may be secured without effort. Workingmen are slow to learn this lesson, but sooner or later it must be learned; and when it is learned, workingmen shall use their power intelligently to secure just laws which shall truly protect their interests, instead of leaving the onus of securing such laws to be assumed by pseudo-philanthropists, who are more interested in exploiting some pet theory of their own than in securing the real interests of workingmen.

Some time ago the *American Machinist* addressed a note to the different manufacturers of injectors throughout the country, asking for a record of the actual performance of the different injectors, for the purpose of securing data to determine the best performance of the injector in raising or lifting water to any height. The data thus secured was not very extensive, the fact being brought out that manufacturers, generally, pay more attention to the perfection of injectors having a great range of capacity than to any other point. However, the Hancock Inspirator Company furnished some data which is interesting as showing that, within the possible limits of working, the height of lift has not nearly so great an influence upon the duty of the instrument as might naturally be supposed;

Lift in feet.	Boiler pressure absolute above 0.	Temperature of Suction Fah.	Temperature of delivery Fah.	Lbs. of water fed per hour.	Lbs. water delivered per hour.	Steam used per hour.	Water fed per lb.; steam calculated by heat.	Water fed per lb. of steam.
22	75.81	34.88	133.95	1627.85	1775.58	147.73	10.815	11.019
22	54.06	35.42	117.14	1454.54	1560.97	106.43	13.240	13.666
22	95.47	47.80	173.70	1402.41	1573.77	171.36	8.186	8.184
11	75.38	53.20	131.09	1785.71	1920.00	134.29	13.786	13.298

With practically the same boiler pressure, we observe that the instrument delivered but little more than two pounds of water per pound of steam more at the eleven foot lift than at the twenty-two foot lift; it is true that there is over eighteen degrees difference in the temperature of the suction, shown in favor of the twenty-two foot lift, which would probably influence the result to some extent. Another interesting result which we observe is that, with twenty-one pounds less boiler pressure, slightly more water per pound of steam was delivered from the twenty-two foot lift than from the 11 foot lift, and that the increase of nearly twenty pounds in the boiler pressure,

at the twenty-two foot lift, had the effect to largely decrease the amount of water delivered per pound of steam, as compared with both the eleven and the twenty-two foot lift; all of which goes to show that variations in the boiler pressure have a much greater effect on the duty of an injector than variations in the height from which water is lifted, and that, in the words of one of the manufacturers, who responded to the inquiry, "With low pressures the capacity is comparatively greater than with high ones." In this connection a portion of the Nathan Manufacturing Company's response may be of interest:

The steam consumption, also, of an injector as a boiler feeder is of very slight importance, because the main advantage of injectors over feed pumps is not the mechanical power developed, but the caloric effect, which is the principal consideration of an injector intended to keep the boiler supplied with water at a high degree of temperature, which is of the utmost beneficial effect on boiler space and tubes. The amount of steam used by an injector is, therefore, of very slight importance, because this apparatus practically loses no heat, but returns the steam needed for its working to the boiler in the shape of hot feed water, which, in its turn, makes just so much less demand upon the fire to bring it up to the point of steam generation. For this reason evaporating tests have never been called for, and would only have the remotest scientific and theoretical value.

The Chicago and St. Louis Electric Railroad Company is out with a glittering prospectus to catch unwary investors. They have already got their yearly net earnings figured out at \$2,025,000. Fifty thousand additional shares of capital stock, bearing a par value of ten dollars, are offered at six dollars per share. The emphatic announcement is made that "The Chicago & St. Louis Electric Railroad will be built and trains will run over it at the rate of one hundred miles an hour."

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## PRACTICAL TALKS TO YOUNG ENGINEERS.

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BY L. B. MOORE.

No. 5.

In designing locomotive boilers the capacity for generating sufficient steam is considered first, the size of the cylinder being the basis. We must assume from this, that all engines should be free steamers, and so they should if the draft is right and the engine is handled properly. These are two points that are considered of paramount importance; the manner in which the engine is worked being the greater, as it involves judgment and skill in not using more steam than is necessary to perform the work. Here is where the engineer shows his ability to practice an intelligent economy.

It does not rest altogether with the firemen to furnish you the steam, it is the way you use it; he acts as a factor to the supply, you regu-



late the demand according to the work. If the engine does not steam freely look for the cause; you will probably find it in the front end, the nozzle may be too large; but it is more likely that the trouble lies in the arrangement of the diaphragm plate or petticoat pipe, as they govern the equality of draft through the flues in proportion as they are raised or lowered, which, in turn, regulates the equality of combustion in all parts of the fire box. I notice that on some roads the adjustable plate or pipe is being discarded for a permanent arrangement to prevent engineers from experimenting with the draft. This is wrong. It shows a lack of confidence in the ability and intelligence of the engineer, besides adding to the expense account. The master mechanic may be theoretical to an extreme, still the engineer can give him pointers in actual practice. But, as these conditions do exist we must make the most of them. In my last paper I spoke of free steaming engines, let us at this time consider the abuse of free steamers, or rather the extravagance that is practiced in their management. Virtually, you have everything your own way for the supply is abundant. With a poor steamer you are compelled to economize, but with a free steamer, economy is, if practiced, entirely voluntary with you; there is also a tendency to carelessness on the part of the fireman in burning more fuel than is required. Should the steam gauge show a reduction it is of no great moment, for it can easily be regained. The more common custom is to keep steam up to the limit, and to prevent waste at the pop valve by opening the firebox door to reduce the temperature of firebox. Let us look at the result of such a course. You have saved coal by preventing popping, meanwhile the destruction that is going on in the firebox is far in excess of the cost of the fuel saved. The heat in the firebox is at least 2,000 degrees when the air is admitted at a temperature of say 50 degrees. The drafts being heavy the admission of cold air is great, and it don't require a great stretch of imagination to perceive that such a radical change in the temperature must have a disastrous effect on the sheets and flues; but the mischief is done just the same.

Iron and steel are very sensitive to changes in temperature, contracting and expanding with very slight changes. The outer and inner shells being connected by stay bolts, and the heat and consequent expansion of the inner shell being the greater, a sudden contraction has a tendency to break stay bolts, something as you would break a piece of wire by bending it back and forth between the fingers. But the flues suffer most from these sudden changes in temperature; being thinner than the sheets their contraction is quicker, causing them to draw away from the flue sheet. This is the principal cause of leaky flues, more especially if they have been in use for some time and are thin from excessive rolling. When, in cleaning the fire, the blower is used more than is necessary, or when the fire is allowed to die out when standing some time on side tracks or laying up for the night, you can easily notice the effect on the flues. When it is necessary to put in a bank, put it in next to the flue sheet; close the dampers when not needed, and endeavor to maintain as nearly

uniform a temperature in the firebox as possible. While it is not possible for us to be perfect in our work, we should approach perfection as near as possible. In the course of a conversation with our traveling engineer, (who, by the way, has spent 35 years of his life in the service of railroads, and who devotes the greater part of his time to the devising of ways and means to reduce operating expenses), the other day I ventured to suggest that broken or leaky spouts were the cause of much of the waste of oil. He replied that "they certainly are, but who breaks those spouts? Can't it be avoided? Isn't it the result of carelessness? The repairs to these small things in a month are considerable?" A few years ago a friend of mine gave me a brass oil-can of the usual pattern; it has been in use nearly ever since and has only one dent to show for its service. Possibly if it had been a tin can, furnished by the company instead of a friend, the result would have been different, still the friendship applies to both cases. Much attention is being paid now to economy in the use of supplies. A few years ago it didn't make much difference to a railroad company whether you used a quart or a gallon of oil at an oiling; you are given so much now for a trip; the restriction is not only necessary but reasonable. It don't require much oil to run one hundred miles; if a quart is the limit it is enough. A good engine oil costs only about twenty-five cents per gallon; valve oil fifty cents. With a lubricator for the valves it is no uncommon thing to run three hundred miles with a quart of valve oil; this must be enough or the reverse lever would soon notify you of the deficiency.

We sometimes see an engineer get down to oil around, and just as he begins a friend steps up to him and starts a conversation; he becomes interested of course and looks at his friend more than at his oiling, with the consequence that he gets the can where it don't belong and bends the spout; he tries to bend it back with his fingers and breaks it off; the hole is now too large and he reduces it by flattening the spout, when behold! instead of an oil can he now has a sprinkler. Result, damage to can and waste of oil. It don't cost the engineer anything, but if he was charged with the repairs and waste he would consider it a terrible condition of affairs.

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## CUT-OFF.

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BY WILLIAM WEILER.

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"Remember, many a little makes a meikle; and farther, beware of little expenses; a small leak will sink a great ship."—*Franklin*.

A few weeks ago a Westinghouse Air Brake Instruction Car was here, and the expert in charge seemed to lay great stress on the waste of air, as practiced by some engineers in making stops with the air-

brake. In order to draw him out more fully I ventured the remark: "air is cheap; it is free all around us." "Yes, he answered; but it takes time and money to catch it." And he readily proved this as a fact by calling attention to the length of time it took the air pump to again pump air into the empty trainpipe. If we are to be cautioned about avoiding a loss of air, then I am sure a caution as to the loss of steam, and its component parts—water and heat—will not be amiss. It ought to be the aim of every one to produce the best possible results at the least possible cost, and nothing will give a better result than the proper use of the throttle and the reverse lever to cut off at the right point. It ought not to be necessary to call attention to the functions of the cut off, but so many act as if its principles were unknown by them, or if known they are ignored, and a few words on its action may be of benefit to consider, and lead to a better understanding of the matter.

The cut-off is designed to govern the admission of steam from the boiler to the cylinders, and is made variable on locomotives so that the amount of steam admitted may be made in proportion to the work to be done. If we are to start a heavy train we put the lever in the corner, and, while the valve does still cut off the steam, it does it so late in the stroke that the steam from the boiler follows the piston nearly the whole length of the stroke, thus using nearly a whole cylinder full of live steam, but after starting the train the engineer "pulls her up," and the amount of "hooking up" determines the difference between use and waste. Take, for instance a "mogul" freight engine, with 18 inch cylinders and 24 inch stroke, and under favorable circumstances she will pull her train at say 15 miles per hour with a pressure of 130 pounds on her boiler, while cutting off at 8 inches; being one-third of her stroke. Now let us suppose that instead of being run on the 8 inch cut-off the engineer habitually ran her on 12 inches. An 18 cylinder has a piston area of nearly  $254\frac{1}{2}$  square inches, and 8 inches in length will require about 2036 cubic inches of steam to fill it, while 12 inches of its length will take 3054 cubic inches, a difference of about 1018 cubic inches for each filling. As each cylinder is filled twice for each revolution of the wheel it would make a difference of 4072 cubic inches, or nearly two bushels of steam, for every turn of the wheel. Steam at 130 pounds pressure has a volume 190 times as large as the water of which it is formed and it would thus take  $\frac{1}{3}$  of a quart of water to supply the extra steam used in filling the 4 inches of space between 8 and 12 inches of the cylinder. With a  $5\frac{1}{2}$  foot wheel it takes 305 revolutions to a mile, and with  $\frac{1}{3}$  of a quart extra to each revolution would make just about 100 quarts or 25 gallons of water to each mile, 250 gallons to 10 miles, 2500 gallons to 100 miles. Truly "many a little makes a meikle," when a small item like that  $\frac{1}{3}$  of a quart can amount to nearly a full tank of water in a day's run. Let us look at it from another point of practical experience, which every observant runner has no doubt noticed and proves a fact namely that up to a certain limit hooking up will increase the speed even when the throttle is left in the same

position. Have you noticed this? Now let us see whether there is a good reason for this. Let us suppose 130 pounds of pressure on the boiler, and 120 of it to reach the piston with a wide open throttle. We are using 8 inch cut-off, so for 8 inches of the stroke we have 120 pounds per square inch on the piston. Steam being then cut-off by the valve the action on the piston is continued by the expansion of the steam and as it expands into a larger space it loses its power in the same ratio as the space it fills is increased; therefore when the 8 inches of steam admitted with 120 pounds pressure has expanded so as to fill 16 inches (just twice as much space) its pressure has fallen to 60 pounds (just half of what it was at the start) and we obtain an average of 90 pounds for the second of our 8 inch spaces. Now this 60 pounds has to fill another 8 inch space and in filling it its pressure is reduced to 45 pounds giving us an average of 52 pounds during the last 8 inches of the stroke, 120 and 90 and 52 equals 262 and this divided by 3 gives us 87 pounds as the average pressure, and exhausted at 45 pounds giving a net result of an average of 42 pounds above the exhaust back pressure.

Take the same locomotive using 120 pounds as the initial pressure and cutting off at 12 inches, we thus have 120 pounds for the first 12 inches, and then in using the steam to expand and fill the other 12 inches we reduced it to 60 pounds at the exhaust or an average of 90 pounds during the last half of the stroke, thus averaging 105 during the stroke or 45 above the exhaust pressure. This is with a full throttle in both cases, but as this is made on the basis of a slower movement the later locomotive would make better time. If, however, we throttle down to 106 pounds and expand down to 50 thus averaging 101 on the first 12 inches and 75 on the second, we get an average of 88 for the whole stroke with an exhaust at 50 or only 38 average above exhaust, thus showing 4 pounds in favor of the short cut-off.

But as practice is better than theory, let me relate what happened in my own experience. I used to, in years when injectors were not so plentiful as they are now, sometimes run a "mogul," and found that if I had 130 pounds I could make good time on 8 inch cut-off and keep her full with the pump, but if I was obliged to drop her lower than that, the pump could not supply the water needed and I had to have help from the other side. The pump certainly had to make as many strokes in each case in going over the same distance and thrown as much water, but it was the using of the steam that made the difference.

Study and practice has thus led me to believe that by cutting off as short as possible to pull the train and make the time, and in order to do this try to keep the pointer up to the mark, even if obliged, at times to lose a little water, for if obliged to "drop her" you would be apt to lose more water and be harder on your fire and your fireman also.

If, however, a little humoring and coaxing will not do, it will be better to stop in time and fix the fire than to run too low in steam or water and have too long a "lay out" to prepare for a new start.

## LOCOMOTIVE SPEED TABLE.

BY ROBERT GRIMSHAW.

The following table shows the circumference of locomotive driving wheels of various diameters and the number of turns per minute required to run at 50, 60 and 70 miles per hour.

DIAMETER	CIRCUMFERENCE.	50 MI. PER HR. 4,400 FT. MIN.	60 MI. PER HR. 5,280 FT. MIN.	70 MI. PER HR. 6,160 FT. MIN.
4' 6" . . . .	14.1372 feet.	311 turns.	373 turns.	435 turns.
4' 9" . . . .	14.9226 feet.	294 turns.	353 turns.	412 turns.
5' . . . . .	15.708 feet.	280 turns.	336 turns.	385 turns.
5' 3" . . . .	16.4934 feet.	266 turns.	320 turns.	373 turns.
5' 6" . . . .	17.3788 feet.	253 turns.	303 turns.	354 turns.
5' 9" . . . .	18.1642 feet.	242 turns.	290 turns.	339 turns.
6' . . . . .	18.8496 feet.	233 turns.	280 turns.	326 turns.
6' 6" . . . .	20.5204 feet.	214 turns.	257 turns.	300 turns.
7' . . . . .	21.9912 feet.	200 turns.	240 turns.	280 turns.
8' . . . . .	25.1328 feet.	175 turns.	210 turns.	245 turns.
9' . . . . .	28.2744 feet.	155 turns.	186 turns.	217 turns.

## CLINKERS.

There are many enginemen who are becoming gray headed long before their time because of the consuming fear that their rights are continually being violated.

□ We all know these people, they are always on the hunt for some member of the grievance committee, they always have a case on hand that demands immediate action, some man has a run he isn't entitled to, they have been cut on their detention time, there is always some sort of conspiracy on foot to defraud them of their rights.

I wonder it never occurs to such persons that their exaggerated notions concerning their rights sometimes make them appear ridiculous; why, I have seen men whose anxiety was so great that they would not allow themselves time to wash up after completing a trip, before consulting the board to see if there had been any changes made in their absence which would furnish them a basis for a kick.

The established principle of recognizing the seniority rights of enginemen has been of great use in checking nepotism, and other sorts of favoritism in the service; but the tendency of its over zealous ad-

vocates to push it to extremes is having the effect to bring the whole system into disfavor.

Those persons who are so insistent about their rights should remember that officials sometimes become weary with being confronted by a grievance committee, demanding changes in every trivial and unimportant regulation they chance to institute.

They should be satisfied with the fact that the general principle is recognized, and they should remember that grievance committees have much greater influence when they are called upon to adjust only palpable and direct violations of the general principle, than when they are required to deal with cases depending wholly upon a technical construction of the schedule.

All the same, I don't know as we could get along without these persons. We have a certain class of enginemen of free and easy disposition, who are inclined to let their rights go by default; only let them go on in their happy go-lucky style and they don't worry much about either their own right or anybody else's.

It needs the kicker to rouse those people from their lethargy, and put spirit enough into them to make an effort for the common cause; so if the kickers will learn to be just a little more moderate they may feel that they are the means of accomplishing a great good.

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## SCHOOLS OF INSTRUCTION.

MR. EDITOR:—The following communication to *Locomotive Engineering* contains the description of a plan which might be imitated, to the immeasurable benefit of both firemen and engineers, at every division headquarters in the country.

I have been a reader of your valuable paper since May 1888, and have watched it grow from a small 16-page paper to its present size, and predict for it a future not equaled by any mechanical paper published. The hints dropped by it have been of great value to myself and I presume many other readers.

The Enginemen's Mechanical Association of North Platte, Neb., was suggested to me by reading your paper, and as I have not heard of any other association exactly like it, perhaps you might like to give your readers an idea of what we are.

The Union Pacific, through Master Mechanic J. H. Manning and Division Foreman M. K. Barnum, furnished us a coach and fitted it up with tables and shelves. In it we have one of your valve models, also models of different injectors, lubricators, metallic packings, Westinghouse and New York brake and triple valves, pump governor, Leach sanding apparatus and other engine appliances. We subscribe for several mechanical papers, among them *Locomotive Engineering*. We meet as often as we can and exchange ideas, and I believe it has been of great benefit to most of its members.

NORTH PLATTE, NEB.

W. J. STUART.

There are very few master mechanics but would take kindly to



this idea, and do everything in their power to aid the men in a laudable desire for improvement. By a small assessment upon each member, each month, the club would be able to keep on file all of the leading mechanical publications of the country; and, by the aid of the railroad company, they could secure models of all the latest improvements in locomotive appliances, and familiarize themselves with their construction and operation. A sort of a debating club might be formed; topics could be given out, by the president of the club, and persons assigned to discuss them. In this way much valuable information might be obtained, that could be brought out in no other way. Experiences on the road could be discussed and compared, and different ways of meeting emergencies could be related and commented upon. Besides being an important factor in fitting firemen for the ordeal of examinations for promotion, such a club would exert a wonderfully favorable influence in keeping men away from saloons and billiard rooms; and there are many towns in this country where unmarried railroad men have no place to go, to pass the time while in off the road, unless they do go to some saloon or gambling hall.

The Brotherhood lodges, at the different division points should take this thing up and follow the example of "The Enginemen's Mechanical Association" of North Platte, Nebraska.

*Wilfred P. Borland.*

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### THE QUESTION BOX.

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**MR. EDITOR:**—I am in favor of having a question box, but I do not agree with Wilfred P. Borland as to the manner of conducting it. Instead of having the editor make copies of the questions as they come in, to be sent to a few persons for answers, let the questions be published in the MAGAZINE so that all may have a chance to answer them and get the benefit of them, rather than those few selected by the editor. Also, I do not like Mr. Borland's suggestion as to having the names of contributors withheld. There are a great many persons who take pride in answering a question correctly and they naturally like to see their names appear in connection with same. I believe that engineers and firemen do not ask questions because they fail to take interest enough in the questions asked by others, on the expectation that some one else will answer the questions, rather than through fear that their identity may be discovered. No person who takes an interest in the questions asked, or the work which he follows, will make fun of another for trying to get the information he desires through the columns of the MAGAZINE. I should not draw the line at certain questions, but should let the



contributors ask for what information they desire. Mr. Borland may be an old hand, but there are many who are only beginners at the business, who are anxious to get all the information they possibly can. The simple questions that are asked, may be answered by the sender, himself, after a little study, or he might get them answered by his engineer.

Well, I believe I have dwelt long enough on this subject, and will close with the hope that we may have many contributors to the question box in the near future.

PINE PLAINS, N. Y.

*Harry E. Pulver.*

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### SOME QUESTIONS.

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MR. EDITOR:—In the February MAGAZINE I observed, under the above caption, the following question: "If your engine should die out on the main line, and you had about twenty pounds of steam, injectors, tank valves, and hose, air tight, could you fill her boiler without getting her hot or bailing up? Certainly you could, but how?" I have searched in vain for the solution of this problem. I hoped to find the answer in the March MAGAZINE, but was disappointed; will some one kindly supply the answer to this question? In my search for information on the subject, I put the question to various firemen. The answer I generally received was, "Well, I saw that question in the MAGAZINE, and wanted to ask somebody the same thing." I also put the question to several engineers. I made inquiry of one engineer; he asked me to repeat the question, and I did so. A look of contemptuous scorn covered his face while he answered: "Young fellow, the proposition is absurd on the face of it; there ain't any injectors, tank valves, or hose, air tight on the Air Line road." I propounded the question to my engineer, while we were coming through the yards; as he was lost in thought I assisted him by adding: "Certainly you could, but how?" He meditatively picked a few broom straws and splinters from a piece of waste; then, dismissing the subject from his thoughts, he turned to me and said: "Get her a little hotter Reinhart, I want to work my injector pretty soon." The gauge showed 110 pounds. Forced at last to work out the problem for myself, I came to the conclusion that the only way was to attach one of Thos. P. Knapp's patent low pressure injectors, warranted to work with a minimum steam pressure. An injector, I believe, as yet unknown to the commercial world.

ATLANTA, GA.

*R. Wurreschke.*

A NEW YORK dispatch says that Mr. C. F. Doane, for many years the trunk line immigration agent at New York, has been taken to Bellevue hospital insane. Mr. Doane had an annual salary of \$8,000 until about eighteen months ago, when it was greatly reduced, and it is asserted that as a result his mind finally gave way. If every railroad man who loses a good position or has his salary reduced should go crazy the number of insane asylums would have to be greatly increased. Uncertainty is one of the characteristics of the service, and railway men should bear their disappointments philosophically and take their good fortune without counting too much on its continuance—unless they are lucky enough to have a long time contract.—*Railway Age*.

AN estimate has been made that 1,000,000 acres of forest are required for the annual supply of wooden sleepers for European railways. These forests are properly managed so as to yield a steady return, while nothing of the kind can be said of American forests. This explains why German foresters are interested in watching the progress of forest destruction in America, where it is now merely a question of ten or fifteen years before a timber famine must occur, which will greatly enhance the value of European forests.—*Nature*.

THE rapid development of electric railroading within the past few years has led to their extension in such a way as to make them competitors of the steam roads in some localities. And now the New Hampshire Commissioners present a protest against the granting of franchises to electric roads for the right to use the public highways, on the ground that the steam corporations, with whom the electric road enters into competition, is required to buy its right of way, construct and maintain its roadbed, bridges, and fences, and there is no good reason why the competitor, whose business is exactly the same, should be given a roadway and furnished with a roadbed, bridges and fences at the public expense.—*American Engineer*.

WE have during the past year illustrated and described several devices for forcing air hose into its fittings. All these devices provide a powerful clamp for holding the hose, and the power for forcing it into the fittings is supplied either by hand levers or by an air cylinder. These devices are so greatly in advance of the old laborious methods of placing the fittings by hand that a return to such methods would seem a step backward. At the Chesapeake & Ohio shops at Richmond, however, master mechanic Lloyd employs a very simple method and does rapid work without apparatus. He first immerses five or six inches of the hose in hot water and then slips it over the fitting. The operation is easy and simple and no oil is used. Apprentice boys handle the work. The heating of the hose in the hot water produces no injurious effects upon the rubber. The softening of the rubber, followed by the immediate application of the clamp, makes the joint absolutely air tight, without the use of varnish or cement.—*Railway Age*.

NOVELTIES in the way of car couplers are becoming rare, the ingenuity of many inventors having almost exhausted the possibilities in this direction. Under the circumstances we raise our hat to Frank Bender, Armourdale, Kansas, who has patented a car coupler which he might consciously swear is novel and original. It consists of a block which is slotted to take in two links set side by side on edge. Mr. Benner ought to exhibit his coupler at the World's Fair.—*Locomotive Engineering*.

THE Rhode Island Locomotive Works report having built or having in course of construction thirty-nine compound locomotives, thirty of which are of the two-cylinder type and nine of the Johnstone design.—*Locomotive Engineering*.

# WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER, INDIANAPOLIS, IND.

## ENEMY OR FRIEND ?

In another place will be found an article by W. P. Borland, which requires a more extended reply than can be made in a footnote. We have read Mr. Borland's articles in the *MAGAZINE* with much pleasure and are glad to have him send a communication to the Woman's Department, even though we differ radically from the sentiment expressed. It would be impossible to take any position on any question which could not be sustained by individual examples. For instance, one might declare that man is an angel, and many incidents of his courage, generosity, kindness, self-sacrifice, etc. might be produced to prove this statement. On the other hand, if one should assert that man is a fiend, there would be no difficulty in sustaining this assertion through the police records of every day. In forming an opinion on all questions relating to social conditions we must be governed by the preponderance of testimony and not by isolated cases. If it can be shown that, *as a rule*, women are cruel to other women, then we will admit that our correspondent's position is correct. If, on the contrary, it can be shown that, *as a rule*, women are kind and helpful to other women, then, we think, he will have to admit that he reasoned hastily.

It must be remembered that the reporters on such a paper as the *New York World* are expected to be sensational at the expense of most other qualifications, and that paper, especially, has established a reputation for unreliability. If its correspondent, disguised as a country girl, had reported that she was insulted by men and assisted by women, her report would not have been worth publishing, for that is just what would have been expected. It was only by having it tell a different story that she could make it "novel and interesting." It may be accepted that, as a general thing, a girl who walks quietly along the streets attending to her own business will not be insulted, although there are many exceptions to this rule. At the same time it will be admitted that thousands of young girls annually are ruined by men who ought to be their protectors. In every city are found two institutions, "Home for Friendless Women," and "Foundling Asylum." These are maintained to care for the victims of man's crime against woman, and, almost without exception, they are in the entire charge of the women of the community. - On the boards of these institutions will be found women of wealth, culture and refine-

ment, who voluntarily assume this unpleasant charge out of pure sympathy for their unfortunate sisters. The largest maternity hospital in the world is the gift to New York city of Mrs. W. H. Vanderbilt, and represents an endowment of over a million dollars.

All over the land are homes of various descriptions maintained by philanthropic women, of the Woman's Christian Temperance Union, The Young Women's Christian Association, churches of every denomination, Protestant, Catholic, Hebrew, etc. These Homes are sheltering thousands of women and girls, and there was some very good reason, which does not appear on the surface, why the World's correspondent was not admitted. Through the persistent efforts of women and after a most bitter fight against men, police matrons have been secured in many of our large cities to care for the women who are taken to the station. These efforts will be continued until all cities are supplied with police matrons. Women in numerous cities are now making the attempt to secure matrons at the jails, in the face of the most stubborn opposition by men. They are pleading for a representation on the boards of insane hospitals, deaf and dumb institutes, blind asylums and all public institutions, in order that they may guard the interests of those of their own sex, and in most cases are being refused by men. When a committee of women in Indiana visited the penitentiaries of this state they found the women inmates in a condition which cannot be described on paper. They went before the legislature with a petition for a separate prison for women. As a result the Woman's Prison and Girl's Reformatory was built, and for twenty years it has been entirely in charge of women, Mrs. Hendricks, wife of the vice-president, being a member of the board all of this time. A similar institution now exists in New York state and in Massachusetts.

In a number of cities women have built lodging houses for women, where they may be safe and comfortable for a minimum amount of money. In the large cities, associations of women have appointed and pay the expense of a woman to remain at the railroad station and look after the unprotected young girls who may come in on the train. From what "enemies" do these girls need protection? Is it from other women? In a number of cities charitable women have established day nurseries where the little children may be cared for, whose mothers are obliged to go outside of home to work. It will be safe to say that there is scarcely a law on the statute books protecting the interests of women in regard to property, wages, etc., that was not backed by the petitions and the personal work of women. They are going before the legislatures every session, in most of the states in the union, endeavoring, usually without success, to have the age at which a child may consent to its ruin raised from seven, ten or twelve years, as the law now fixes it. Are they trying to protect these girls from their common "enemy,"—woman? In many cities women of wealth and influence have organized Bureaus of Justice, to see that working women are not deprived of their wages. The women who for forty-five years have been asking political rights, and suffering a

species of martyrdom in consequence, are actuated by a spirit of pure philanthropy, believing that women need the franchise to protect their own interests and do more effective work for humanity.

The example cited of the woman who discharged a faithful domestic upon learning that she was not virtuous, is not an isolated case. Others of us have known such instances of bigotry, prejudice and uncharitableness, just as we have known of men who discharged men in their service upon finding out that they had been in prison. But where we know of one case of this kind we know of scores of others where women have taken such girls and protected them and helped them to become good and useful members of society. The number of women who follow this latter plan are infinitely in excess of those who would turn such girls adrift.

The defeat of the women candidates in Kansas has been extensively quoted by the papers as an example of what women might expect from each other when they had the suffrage. It will be admitted that, politically, Kansas is in a chaotic state. The proceedings of the last legislature very nearly precipitated a revolution. It was apparent to prudent and conservative people that it was time to call a halt upon what threatened to be a reign of anarchy, and to bring about a readjustment of conditions, if Kansas is to retain the respect and confidence of the rest of the country. The woman spoken of by our correspondent, who received but twenty-five votes, was not a candidate on any regular ticket but ran as an independent. It is to the credit of the women voters that they were not blinded by prejudice to vote for a woman simply because she was a woman, but rather voted their principles. It is a mistake to assert that the women candidates were "snowed under throughout the entire state," for a number of women were elected to office. If women are to vote for women merely because they are women, without any regard to their qualifications for office, just as a Catholic is said to vote for a Catholic and every foreigner for one of his own nationality, they will make a very unwise use of the ballot.

It would take more space than we can command, to enumerate the various ways in which women are manifesting their friendship and helpfulness toward those of their own sex. We believe, however, that if one will study this question from a broad standpoint and not permit himself to be prejudiced by petty individual cases, he will admit that woman is by no means an "enemy" to woman but is her best and most reliable friend. This does not imply that men are not helpful, for, in many ways they are kind and generous to women who need assistance, but it is the worst sort of fallacy to say that "defenseless women should look to the opposite sex for protection." We may be pardoned for using the quotation that "many a man's idea of chivalry is to protect a woman against every man except himself." No woman is ever so situated that she can afford to be without friends among those of her own sex, and it is to them that she will instinctively turn for assistance, counsel and sympathy, and rare indeed will be the cases where she will fail to receive even more than she asks.

## KANSAS WOMEN.

The recent municipal elections in Kansas have attracted wide attention and have been the most convincing object lesson in woman suffrage that ever has been given. The great majority of the daily newspapers have taken much satisfaction in declaring that the franchise should not be given to woman because they did not exercise it to any great extent where they already possessed it. When, a short time ago, the women of Boston registered to the number of 10,000, merely that they might vote for school trustees, and elected their entire ticket, the newspapers were somewhat astonished. When a few weeks later, over 5,000 women registered in Detroit, simply that they might exercise school suffrage, and elected nine out of ten candidates, the newspapers became entirely bewildered. Now, when the returns come in from Kansas, they prepare to climb into the wagon and follow the procession. The *New York Sun*, which has been always bitterly opposed to woman suffrage, says of the result in Kansas:

This is very significant. It indicates that at least a very great part of the Kansas women want the franchise on the same terms as men have it. If the women of the union generally are of that mind, and whenever they make it evident that such is their sentiment, woman suffrage will come without further delay. As soon as women want to vote, they will be allowed to vote. They have only to indicate their desire, to have it gratified. The prospect that woman suffrage will become a question of practical politics at an early day, has grown clearer since Tuesday. At some time or other, women are bound to share with men the responsibility of government by universal suffrage; and that time may be near at hand.

The *New York Recorder*, in a leading editorial, says:

The women of Kansas have certainly dispelled several of the fictions that have so long been used as arguments against the enfranchisement of their sex. It has been said so often that many persons have doubtless been persuaded that it is true, that, if women had the right of suffrage, they would not use it. But the women of Kansas have just gone to the polls in such controlling numbers that this fiction is forever dissipated. In some of the cities of Kansas, they actually registered in larger numbers than men. \* \* \* \*

Another illusion of the anti-suffragists which was destroyed by Tuesday's event in Kansas is that which anticipates that the better element among women will not go to the polls if enfranchised, while the worse element will. The great majority of the women who voted in Kansas last Tuesday were mothers, wives and daughters from the best homes of the state. But the greatest anti-suffrage assumption of all—which is that women, if enfranchised, would not vote their own opinions, but would only multiply by two the relative strength of the political parties as they now exist—received the most complete demolition of all. The Kansas women have overthrown and completely reversed the previously existing political order in that state. \* \* \* \*

Moreover, in accomplishing all this the women of Kansas have proved the utter absurdity of the contention that the presence of women at the polls would result in unseemly scenes of disorder. On the contrary, while the greatest excitement attended the elections of last Tuesday, there was no disorder anywhere at the polls, and the attendance of thousands of women voters put a stop to all brawling around the ballot-boxes, and made the polling booths as respectable places as could be desired. And this ought to surprise no one, because it is safe to assume always that wherever American women congregate in large numbers, American men will behave themselves in a superior manner. \* \* \*

The cause of women suffrage took an immense stride forward in Kansas last Tuesday. The time is ripe for the abolition of the sex line in citizenship.

In eight cities in Kansas more women than men registered. In old conservative Boston we find such influential papers as the *Transcript*, *Globe*, *Traveller*, *Advertiser*, *Gazette* and *Budget* advocating the franchise for women; also the Springfield (Mass.) *Republican*, the Chicago *Inter Ocean*, and other well-known papers. The time when women will have the franchise may be positively predicted:—it will be when the newspapers of the country are ready to permit it. Until the present they have been its relentless enemies, waging war against it with abuse, ridicule and misrepresentation.

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## CARE OF THE BODY.

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It is customary among certain people to ridicule the care of the complexion, the hair, the hands and other little niceties that go to make up one's personal appearance. "You'd better be improving your mind." "You'd better be at work," they say; just as if one could not pay a reasonable attention to the details of the toilet and still have time for mental culture and useful work. Every woman cannot be pretty but every woman can be cleanly and neat and careful in her personal appearance, and this goes a great way toward making her seem beautiful. Cleanliness is next to godliness and it only ranks second to any of the other virtues. One frequently wonders, in regard to many of the women she meets, how they would look if they were clean. Physicians say that only those persons are absolutely clean who frequently take a Turkish bath. Where this is not available, there should be baths of some kind as often as possible. They take the place of both medicine and cosmetics. Many a woman who grieves over her poor complexion and spends all her pin money for something to cover it up, could find a remedy in soap and water. Many women will argue that soap never should be used on the face, and others assert that even water should never touch it. They use oils and cold creams and rub off the dirt in that way. Some women have very beautiful skins who follow this plan, but the thought of it certainly offends one's sense of delicacy. A woman who has achieved a national reputation for beauty, which she still retains at almost sixty, has always used bran instead of soap. She simply ties the bran up in a little bag, uses it once or twice and throws it away. This recipe may be recommended. We believe, however, that there is nothing better to secure a fine, healthy skin and good complexion than a thorough washing of the face, neck, hands and arms daily, with a



good toilet soap and hot water, rinsing thoroughly in cold water, drying with a soft towel and dusting lightly with a fine toilet powder.

The veil has been a subject of much criticism but it is valuable in preserving the skin from wind and sun. The state of the health expresses itself quickly in the complexion and the same is true of the food one eats. The loss of sleep and too close a confinement in a hot, dry atmosphere also take their revenge here. Men's complexion can bear more wear and tear than a woman's, for the same reason that a piece of homespun wears better than a piece of silk. A soft, white hand is one of a woman's attractions and, while this is not always possible to one who has all kinds of housework to do, yet the hands can be greatly improved by care. They should not be hastily washed but should be soaked in a warm lather, made with good toilet soap and a pinch of borax, and always thoroughly rinsed, as any soap left in the pores will chap and roughen the skin. The nails should be carefully trimmed, never bitten, and cleaned with something that is not sharp enough to make groves in the inner surface, and then rubbed with a piece of chamois or some soft substance until they shine. This will require only a moment or two. They should be anointed at night with some of the many preparations that are made for this purpose. Equal parts of glycerine and rose water with a few drops of carbolic acid, is an ointment that agrees with some skins but not with others. Cold cream, such as may be bought at any druggist's is an excellent article for the hands and face. A little of it rubbed on the lips before going out in the cold will prevent chapped lips. It is only necessary to sleep in gloves when the hands are in a very bad condition. Push the flesh down from the roots of the nails and train them into a good shape. If the hands are "grimy" with dirt rub them with sweet oil before washing. If they are very rough, rub them thoroughly, while wet with corn meal.

One must also take care of the feet if she expects any comfort in life. Why humanity must be afflicted with "corns" has never been explained. They come to those who have never worn tight shoes, even to those who go barefooted all the year around. A perfect corn cure has never been found. Soaking the feet, softening the corn with salve and removing it frequently, will bring temporary relief. For tired feet there is nothing so restful as bathing them in tepid salt water. A sore joint will be greatly relieved by bathing it in the morning and wrapping it up at night in witch hazel extract. Keep the nails trimmed squarely across the top and scraped thin in the middle, and there will be no ingrowing nails. The good sense of the present generation is manifesting itself in sensible shoes. High heels are a thing of the past, except for ladies in full evening costume. Well-dressed women do not wear them at any other time. Short shoes also are out of fashion and a pinched foot is taken as an evidence of weakness, nowadays. Women are capable of doing some very foolish things in the way of dress but it is probable that they will cling to comfortably-fitting and sensibly-shaped shoes, after having learned their advantages.

## TOPICS OF THE DAY.

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The New York legislature, by a unanimous vote of both houses, has amended the disgraceful old statute which made fathers the sole owners of their children with power to dispose of them by will, without any consent on the part of the mother. Governor Flower has signed the bill which makes fathers and mothers joint guardians of their children and takes effect immediately. It has taken the law makers of New York a long time to abolish this barbarous statute, and it has been done at last by a legislature which conferred school suffrage on women and seriously considered the conferring of municipal suffrage. There are now six states in the union where mothers have the same legal rights to their children that fathers have,—Iowa, Nebraska, Kansas, Oregon, Washington and New York. Mothers in other states would do well to consider this. .

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A fund of \$700 was raised through private benevolence in Boston, with which rocking chairs were purchased and sent to the aged and infirm pauper women at the institution in Rainsford Island. The Commissioners refused to accept them and reported that there was already one rocking chair to every three women and that was enough. Herbert Spencer objected to permitting women to have any part in public affairs because they are too tender hearted and would go to extremes in human legislation. It is very certain if women had the power to bring it about they would see that every aged and infirm woman, even if she were a pauper or a criminal, had a rocking-chair in which she could rest her weary old body. All women in institutions should be in charge of other women and not of men.

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The German writer, Bishof, was very fond of pointing out that women could never stand on an equality with men because the average weight of a man's brain was 1.350 grams, while the average weight of a woman's was but 1.250 grams. After Bishof's death his brain was weighed and found to tip the scales at only 1.245 grams, five less than the average woman's. It takes all the pleasure out of this felicitous joke, however, because we cannot taunt him with it. But perhaps it may have a subduing effect upon some other men, who think, because they have a big head, it means they have also a large brain.

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The Alabama legislature has appropriated \$15,000 for an industrial school for girls. A Mr. Street, of Gadsden, left \$40,000 for a similar purpose, so that state will be well supplied. Mr. and Mrs. Hadley and the W. C. T. U. of Indiana, are building a large school for teaching girls housekeeping, sewing, dairying, horticulture, etc. Every state should have such schools as these. They would go a long way toward solving the question of what shall be done with homeless

girls, who grow up on the street, taught nothing by which they can make a living and almost to a certainty doomed to destruction.

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The New York Exchange for Woman's Work was established in 1878, to secure a sale for the work of women, to provide employment and to furnish legal counsel when they needed it. It has sold more than a million-and-a-half dollars worth of work for women, established 74 exchanges in the United States and one in Europe, and assisted almost a countless number of women.

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A remarkable feature of the present year is the spectacle of three women candidates for the United States senate, Mrs. Lease, of Kansas, Mrs. Bartlett, of Wyoming, and Mrs. McCormick, of North Dakota. Undoubtedly the generation is now born who will see women in that exalted position.

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THE Illinois senate passed a bill giving township suffrage to women, by a vote of 27 to 10. The Arkansas senate passed a bill giving school suffrage to women and making them eligible for school trustees. The Colorado legislature has passed a bill which has been signed by the governor, submitting an amendment for full suffrage for women. The California legislature passed a school suffrage bill by a vote of 70 to 34, which was vetoed by the governor. He stated that he favored the measure but was opposed to the way the bill was drawn. The Minnesota senate has voted, 26 to 14, in favor of extending full suffrage to women. The legislature of Ontario, where women have had municipal suffrage for years, is about to confer upon them the full parliamentary suffrage. In England the prospects are favorable for the passage of a bill by parliament giving women the right to vote for members of parish councils and to serve as members.

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THE *Ladies' Home Journal* publishes a number of opinions from distinguished women as to whether they prefer to be addressed by their husbands' or their own names. We should suppose this depends on whose name carries the most weight. If a woman is living a quiet, domestic life, with no particular claim for public recognition, it seems proper that she should be spoken of as Mrs. John Smith. If, however, she has done such work as makes her better known than her husband, she has won the right to be addressed as Mrs. Mary Brown Smith. We would like to see the universal custom of a woman's always retaining her maiden name as a middle title. It preserves her individuality and enables the friends of her girlhood to recognize an old acquaintance by the name.

WE find among our new exchanges "*The Christian Railroader*," published at 144 Webster street, Allegheny, Pa., J. W. Vickerman, Editor. It is a pleasure to commend this paper. Every article in it is bright, entertaining and wholesome, and it would brighten a home like a bouquet of fragrant blossoms. If true merit can win, its success is assured. It is published monthly at twenty-five cents a year.

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THE Kansas legislature passed a bill empowering police commissioners of first class cities to appoint police matrons. The Arkansas legislature, after twenty attempts were made to secure it, passed a bill raising the "age of consent" from 12 to 16 years. In Tennessee, after a bitter fight by its friends, the age was raised from 10 to 16 years.

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#### WOMAN'S WORST ENEMY.

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It is not my desire to enter into a controversy with any of the contributors to this department, especially when the subject is one which, like the religious question, may not be settled by controversy. My object in venturing into this department is to merely offer a few facts bearing upon a question which has been discussed by some other of your contributors, and which would seem to indicate that the article captioned "*The Unvarnished Truth*" contained some truth which was not altogether unvarnished.

There is quite a common impression abroad that woman's worst enemy is woman; without attempting to either concede or deny the correctness of this sentiment I shall offer a few well attested facts which are of the nature to inspire mankind with the belief in its truth. The New York *World* employs women as well as men upon its reportorial staff. One of the former was recently assigned to the peculiar and disagreeable task of walking the streets of New York from the rising to the setting of the sun, clad in the garb of an unsophisticated country girl. Her experience was both novel and interesting. She found that a young woman can walk the streets of New York without being addressed by men, providing she offers no encouragement to that class of humanity who regard street walkers as legitimate prey. She was sometimes followed by men of this class but not once insulted. She found the police officers unremittent in their efforts to protect defenceless women from the dangers they are liable to encounter. She found that her inquiries for a lodging house were respectfully and truthfully answered by men, but that women as a rule evaded her, and in some cases paid no attention to her importunities. She found that she was unable to procure a bed in the refuge of that charitable society, the Young Woman's Christian Association, neither could she obtain any advice from the matron in charge directing her where to go. Her adventures were written down by herself and published in the *World*, and her conclusion is that defenceless women should look to the opposite sex, rather than their own for protection.

A case which came under my own observation some years ago is as follows: A young girl was betrayed by one of those beasts who sometimes take the form of men. It was the same old story; she was abandoned by her betrayer shortly before giving birth to a child. The child, fortunately, lived but a few hours, and leaving the scene of her disgrace this young girl obtained a situation as a domestic in a distant city. For ten months this girl filled her situation to the

complete satisfaction of her mistress; during that time the breath of suspicion was never directed toward her; she was regarded as being above reproach and without a stain upon her virtue. Her mistress formed the acquaintance of a woman who resided in the neighborhood of the girl's home and who knew her antecedents. This woman paid a visit to the girl's mistress; the girl—who had tried to hide her identity under an assumed name—was recognized and her story told. Did the mistress under whose roof she had spent nearly a year without the breath of scandal ever reaching her, sympathize with her and offer to aid her in her attempt to blot out the past? Nothing of the kind! The edict went forth, "Pack up your duds and get out, I want no strumpet beneath my roof." When last I heard of this poor girl, she was an inmate of a house of prostitution. I should not like to be called upon for an opinion as to who was responsible for her miserable fate.

A case of a different nature is this: Women are allowed to vote—and it should be a universal custom—in the municipal elections in the state of Kansas. In Kansas City a woman of high social standing was a candidate for mayor; over 3,000 of the 10,000 votes cast were deposited by women, but the name of this woman who aspired to municipal honors was found on but twenty-five of the tickets when the ballots were counted. If this had been an isolated case we might easily ascribe it to local causes, but throughout the entire state we observe the same result, the women candidates were snowed under by their own sex. Does woman bear a grudge against woman, or does she pretend to a higher degree of virtue than she really possesses?

*Wilfred P. Borland.*

### PARKS.

The time has nearly come when once more nature will put forth her beautiful foliage, and flowers will blossom in rich profusion and the many thousands who have been shut up between brick walls, in our large cities during the winter, will seek pleasure and recreation in the various beautiful parks which a wise forethought of our city governments has provided.

Perhaps no city in the union has just such parks as has Kansas City. The city itself does not own any park ground, except two little pieces which have been donated for park purposes, but have always been in litigation, and consequently not improved, but the street car companies have furnished four beautiful parks at the terminus of each respective line—two of them can be reached with a five cent fare and the other two, fifteen cents for the round trip—each one contains an artificial lake, boat house and boats for hire, swings, pavilion for dancing, and music certain afternoons and evenings, lunch counters where everything for a good lunch can be bought, or tables, chairs and beautiful shade for those who prefer to take their own lunch; beautiful beds of flowers here and there adorn the grounds, and dry walks for damp, rainy weather, but the greater portion of the ground is left in its natural state, where those who wish can stroll off and be in the woods. The companies keep up all the expenses and receive their returns by the patronage on the trains to and from the parks.

I had a strange experience at one of the parks last summer. Our dear boy was then running an engine, as engineer, on the Independence dummy, which road runs past Washington park, and one Sunday we left home early to take a ride on his train and return before the afternoon crowd. We walked around the beautiful grounds enjoying the quiet, and watching the children running and playing, for many families were out there with their lunch baskets, and I thought that it was pretty to see fathers, who worked hard all the week, taking their wives and children out with them for a day's recreation. Now don't be too hard on me my dear church goer. I used to think just as you do, and was brought up just as strictly, but circumstances change many things. If

you have plenty of leisure, and are your own master, then, I say stay at home on Sunday, except to go to church, and visit the parks on a week day; or better still, if you are rich, go to Cape May, Coney Island or Martha's Vineyard for the summer, and forget that there is such a thing as church until you come home. Your church was closed during the heated term while you were away, so if you had been home you could not have attended, but while you were away enjoying the cool ocean breezes don't grudge your stay-at-home neighbor the few Sundays that he spent with his family in the parks. He was in good company; the flowers, the singing of the birds, the lovely shady trees, the soft velvety grass, and the gentle summer breeze, all spoke to him of nature's God, and where better can he study nature than in her own green groves. But I have digressed. I at last grew tired and sat down under one of the many shady trees, when presently I heard voices coming towards me, and a peculiar sound arrested my attention, a different voice from any I had ever heard before.

"Why Susie, what is the matter with you? Your eyes look dull and heavy, and your usually glossy hair looks dry and rough. What have you been doing to yourself?" "Well, Bossey, I am sick, and I think that I know what is the matter with me. You see, a little while ago I was lying down in the shade chewing my cud, as I have always done, feeling so well and happy, when a party of those two-footed animals, which we now see so often, came along and they were all jabbering and chewing *their* cud, and I wish that you could have seen them; they opened their mouths so wide that I could almost see what they had for breakfast, and they did look so horrid with their jaws going all the time, I thought if I looked that way chewing my cud, I would just give it up, for I do love to look nice, but I have been sick ever since, and I don't think that I have improved my looks." "Well Susie, I should say not. You foolish creature, don't you know that nature gave us our cud to chew, and we have always been admired so much with our big eyes and glossy hair lying down chewing, but those two-legged creatures have no cud of their own, and have to buy one, and if they want to spoil their looks and stomachs by chewing a false cud, I would not spoil my looks by not chewing the one which nature gave me," and with that Bossey gave a loud bellow. I jumped to my feet and there stood my husband laughing at me. I had been asleep.

KANSAS CITY, MO.

Mrs. W. L. Wheeler.

#### WOMEN MUST CO-OPERATE.

Well, here I am again, asking admittance, promising not to consume too much valuable space if admitted.

We have entered upon another year, and can look back to the one that is gone, without regret; but let the lessons we received in this bygone year be written upon our minds. The last year has wrought a material change to the social and political position of women. Never was this more plainly shown than in the last campaign, in which women took a most prominent part. This partial success should not satisfy them, but only encourage them and drive them on to fight with more energy and zeal for their cause. One of the most necessary conditions to successful warfare is a well trained army, not only officers, but every common soldier must be trained, and just as physical development comes from physical exertion, so mental development comes from mental exertion. Let this be a lesson to women in their struggle for independence. The mental development and physical training by co-education is one of the most needed improvements to the recruits of the vast army of women fighting for equal suffrage. But bear in mind, that however well trained one individual may be, unless he joins some army and works and fights under some established rule, he will not be able to do much good. So women, join your regiment, I mean some order or society and co-operate with it. This is the best and surest way to success.

BENNETT, PA.

John Shradle.

## EMPLOY HELP.

In looking over the Woman's Department of the MAGAZINE for several months past I find various ideas expressed on the caption of this article. Let us glance at a few: One writes, "If you are only seventeen keep a hired girl." While another says she does all the work for four grown up brothers, and still others do not wish to be "dressed up doll babies."

Well, "All's well that ends well." Some women are constitutionally strong while others are quite the reverse. If a woman is strong and can do all her own housework, properly train her children, have time for mental improvement and other recreation and still not be overtaxing her strength, why, it seems rather extravagant to keep a hired girl. But I think the average American woman is hardly able to do all this. Not but that she has brains enough, but to be continually overworking does not improve any one mentally or physically. On the other hand, if a woman is well but not naturally strong, has a small family (only herself and husband, perhaps one child,) she can take advantage of her work if she understands how. Never lift a full teakettle, have a dipper or pitcher and pour the water into it. Never lift the hod when it is full of coal, put in the coal with a little shovel. You never put on a hod of coal at one time, why lift all that extra weight? Then there are a great many kinds of work that can be done just as well and just as quickly sitting as standing. By so doing you won't be any "lazier" but will save your strength for something else.

Perhaps you say, it takes more time and steps, but wait until you have formed the habit and then notice the difference. Some women seem to glide about the house and do their work as if by magic, while others make a great rush and splurge and really make as much as they do. Consequently they have a double portion to perform. This is a matter of tact, perhaps talent with the one and of habit with the other. But I think we can cultivate moderation and temperance in all things.

If one has a large family and is not strong I should say keep a hired girl and economize in dress, for one thing, (for I think a great many of us are prone to be a little extravagant about this matter.) Have good warm clothing but not necessarily expensive. It seems to me it is better for a wife to be a companion to her husband, rather than to spend her time about her house work the first part of her married life and in later years to become an invalid, or worse, not to exist at all, leaving a husband with a weed on his hat and three or four little children, and him trying to care for them himself or perhaps hunting up a housekeeper.

Would like to hear from some of our readers on dress reform and the national costumes of Mrs. Jenness Miller.

*Marie Robbins.*

GREENFIELD, MASS.

[Please permit me to express my appreciation of your kind and sympathetic words in private letter.—Ed.]

## WAITING.

What matter where I dwell, beneath what skies      The brooks, that murmur as they flow along,  
Or summer's blush or winter's snows I see?      The trees, that rustle in the cool, deep grove,  
By night, the stars are as thy dusky eyes;      The birds, that fill the dreamy air with song,  
By day, the zephyrs whisper low of thee.      All, all are sighing of an absent love.

And I? Through all the lagging hours I pray  
That Fate, ere long, may kindly smile on me,  
And end my waiting with the wished-for day  
When fortune speeds me homeward, and to thee.

*Frank G. Heaton.*

[The other poem will appear next month.—Ed.]

L F M 6 June 93



# THE MAGAZINE.

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JUNE, 1893.

## RICKS AND TAFT IN THE SENATE OF THE UNITED STATES.

The promptness of the action of the United States Senate with reference to the decisions of United States Judges at Toledo, Ohio, indicates how intense and far reaching is the opposition to such decisions. Hon. Daniel W. Voorhees, the senior senator of Indiana, on April 7, introduced the following resolution:

In the senate of the United States. April 7, 1893.  
Referred to the Committee on Interstate Commerce and ordered to be printed. Mr. Voorhees submitted the following resolution:

Whereas, The tenth section of the act of Congress approved February fourth, eighteen hundred and eighty-seven, known as the Interstate commerce act, contains the following enactment:

"That any common carrier subject to the provisions of this act, or, whenever such common carrier is a corporation, any director or officer thereof, or any receiver, trustee, lessee, agent, or person, acting for or employed by such corporation, who, alone or with any other corporation, company, person, or party, shall willfully do or cause to be done, or shall willingly suffer or permit to be done, any act, matter, or thing in this act prohibited or declared to be unlawful, or who shall aid or abet therein, or shall willfully omit or fail to do any act, matter, or thing in this act required to be done, or shall cause or willingly suffer or permit any act, matter, or thing so directed or required by this act to be done not to be so done, or shall aid or abet any such omission or failure, or shall be guilty of any infraction of this act, or shall aid or abet therein, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any district court of the United States within the jurisdiction of which such offense was committed, be subject to a fine of not to exceed five thousand dollars for each offense."

And whereas, it is alleged that said section of the law, as it now stands, has been construed by the judges of the circuit and district courts of the United States, in recent decisions at Toledo, Ohio, to mean that "the duties of an employee of a public corporation are such that he can not always choose his own time for quitting that service," but that in attempting to leave the employment of such corporation of his own free will, and to escape from its

control and consequent servitude, such employee is guilty of a misdemeanor and liable to severe penalties: Therefore,

*Resolved*, That the Interstate Commerce Committee of the senate be, and is hereby, instructed to inquire into the question here presented, and to report to this body what action may be necessary, either by the repeal of said tenth section of the existing law, or by the enactment of additional legislation for the better protection of the laboring people of the United States in their natural and inalienable rights, and for their greater security from the encroachments of corporation power.

We do not doubt that the influence of Thomas W. Harper, Esq., of Terre Haute, who visited Washington immediately subsequent to the decisions of the U. S. judges at Toledo, in the interest of the brotherhoods directly involved in the Toledo imbroglio, brought about action in the senate. Mr. Harper fully comprehends the legal aspects of the case, and was confident the gravity of the matter would result in action.

It may be well for the readers of the MAGAZINE to know some of the utterances of senators upon Mr. Voorhees' resolution.

Senator Gorman, of Maryland, referring to the Toledo decision, said:

Then the other matter—and I speak about this with great freedom—the recent decisions of courts of the United States, that under the act of congress regulating interstate commerce, the act prohibiting combinations and pools, they have the right to determine not only what a man shall do, but what he shall not do when he is an employee of a railroad company. It is the first great step in this country of the judicial branch of the government to absolutely take possession of the railroads and of the men who are the employees of corporations.

If the law warrants the decision, and possibly it does, then the law ought to be modified or repealed. I do not believe that the people of this country will ever submit from any branch of the government, whether the judicial or legislative, to such restrictions as have been placed upon them by these recent decisions. The late chairman of the committee on interstate commerce [Mr. Cullom] since the committee was created in this body, and every member of it, and I have been a member from the organization of the committee, had not the slightest conception that, by that act or the bill introduced by the distinguished senator from Ohio, and afterwards reported from the judiciary committee, it was intended to give such power to the federal judiciary.

Mr. Hoar. Will the senator specify a little more fully (and what he says is very interesting) the point he has specially in mind?

Mr. Gorman. I mean to say that the recent decision of the courts, that employees of railroad corporations could, by order of the courts, be restrained from quitting the service of the corporation; that they cannot resign their position as engineers, or other employees of the company; that not only are combinations to obstruct interstate commerce a misdemeanor, but that a single man, quitting work on his notion, is a violator of the act, is a most extraordinary decision. If the act of Congress warrants it, then we must meet that question at the very beginning of the next congress. It ought to be inquired into carefully by men who have but one motive, that of protecting the great interstate commerce, but that in doing so it shall amend the law so that the liberty of the employees shall not be unduly restrained. The judges of the United States should not be armed with such power as to make them czars.

Senator Voorhees in discussing the matter embodied in his resolution, said:

Mr. President, a few mornings ago my attention was called to the subject under discussion by pub-

lications that have not been alluded to as yet in this debate. These publications purported to be verbatim reports of two judicial decisions, one by Judge Taft, of the circuit court of the United States, and the other by Judge Hicks, of the district court of the United States for the northern district of Ohio, rendered at Toledo. Those decisions prompted the resolution which I then introduced, and which is now partially at least under discussion. In that resolution I set out the tenth section of the act of congress approved February 4, 1887, known as the "interstate commerce act." Sir, I am satisfied that section goes further than any one supposed it did at the time of the passage of the act, unless perchance some person or persons interested in having a sweeping and oppressive enactment that would practically chain a railroad employe to his car, to his locomotive, at the behest of the corporation, dictated the provision and had it put in.

Mr. President, instead of discussing Judge Speer's decision, which is noticed in this morning's paper, I shall briefly discuss the decisions that have been made in Ohio, as I understand. I read the decision of Judge Speer this morning, and it is subject to the comments made by the Senator from Missouri [Mr. Vest]. The headlines are much stronger than the body of the decision. The proclamation at the head is much more pronounced than the text. The text does not sustain the announcement which precedes it, but it does not follow that the decision should therefore be criticised. I think the main fault is in the law itself, increased and aggravated in some instances by the willingness and eagerness with which federal courts construe laws in favor of corporate power and against labor in this country.

The greatest and most dangerous question to-day is the encroachments of corporation power, colossal consolidated wealth against those that are helpless in its presence, powerless, and who have to obey its mandates to get bread and to live.

Sir, let us see what it is that is under consideration. Having set out the tenth section, let us see for a moment what it contains. Without going into detail, I say here as a lawyer, it provides that if an employe of a public corporation, either alone or in company with others, leaves the employment of such corporation at a time of his own choosing, he is liable to be prosecuted, convicted, and fined heavily for a misdemeanor.

If a solitary individual, not engaged with numbers or conspiring with others or moving in a strike, but for himself alone, sees fit to leave the employment of his corporation master, he can be held under this law and prosecuted. Having stated in general the scope of this section, this terrible section for the enslavement of laboring people, the resolution which I had the honor to introduce, proceeds to say:

"And, whereas, it is alleged that said section of the law as it now stands has been construed by the judges of the circuit and district courts of the United States in recent decisions at Toledo, Ohio, to mean that"—

Then I quote the language that was set out in the decisions, and reported some days ago in the newspapers, it is true, but I take it for granted there was no motive to mis-state a single word of the decisions and that they are substantially correct as I have quoted them here—

"the duties of an employe"—

This is the language of the decision. That—

"the duties of an employe of a public corporation are such that he can not always choose his own time for quitting that service, but that in attempting to leave the employment of such corporation of his own free will and to escape from its control and consequent servitude such employe is guilty of a misdemeanor and liable to severe penalties."

To be prosecuted for a misdemeanor and fined heavily!

Now, Mr. President, whatever else may be said, that is a law, as interpreted by the courts, which chains a laborer to his engine and his car as completely as the galley slave was ever chained to his

oar. It prohibits his departure from his work. It says that once enlisted he has become bound as a private soldier in the army; that if he leaves his post he is to be punished as a deserter.

Mr. President, when such an issue as this is presented we have reached a point in this country where it becomes us to pause and retrace our steps. I heartily concur in the remarks and respond to the tone of the senator from Maryland, who so strongly stated the grasping power of the federal judiciary of this country a few moments ago; but before denouncing the Federal judiciary for its encroachments on the laboring classes let us clear our own skirts.

Let us see that no law long remains on our statute books, put there however it may have been, which punishes an individual laborer for leaving the employment of a corporation or of any other employer. Whoever heard of such a law before? One individual employs another individual and the individual employed can leave when he pleases. Has a corporation become such a master that it can say to those under its employment that they shall remain there indefinitely? An employe cannot always choose his time, the decisions say. Can he choose it at all? If his own choice does not govern, he must of course ask permission of a master whom congress and the courts have established over him. To hold a man's person for the specific performance of personal service is the direct enactment of involuntary servitude in this country.

An action for damage is the only remedy ever known in a free country for the violation of a labor contract. The claim now for the first time in this country put forth that the laborer can be bound by law to continue in service after he has made up his mind to quit is the principle on which peonage, serfdom, slavery are founded wherever they exist on the face of the globe. No graver question than this has ever appeared here. It touches the very foundations of free government, and involves the liberty and happiness of meritorious millions upon whose labors the prosperity of this country depends and whose protection should be the first care of the American Congress. These sentiments are not new with me. They are as old as the years of my political life, and will only cease to control my action when all action is ended so far as I am concerned.

Sir, such were the considerations which induced me to introduce this resolution, instructing the committee on interstate commerce to inquire "what action may be necessary, either by the repeal of said tenth section or by the enactment of additional legislation, for the better protection of the laboring people of the United States in their natural and inalienable rights, and for their greater security from the encroachments of corporation power."

I know very well what may be said on the corporation side of this discussion. I will answer in advance. Nobody pretends that an engineer can fling himself from his engine and abandon it en route and in motion, thus endangering life. Such an act would be a criminal attempt to wreck a train, and has always been punishable by the laws of every state in the Union and of the whole civilized world.

That is not, however, what is meant or contemplated by this law. The law as construed by the courts, says the employe can not alone or in company with others, though in an orderly way and in the exercise of what we have heretofore thought to be natural and inalienable rights, sever his connection with a corporation. It is decided that he has enlisted to stay, and he is to be punished as a deserter if he leaves his post or attempts to cast off the badge of his servitude.

Mr. President, I have not much to say in regard to the judiciary itself. When bad laws are enacted, by mistake or otherwise, some judges are glad to mitigate their evils; evince no pleasure in their enforcement; point out with gentle hand the errors they contain, and make the injury they inflict as light as possible. On the other hand, there are judicial minds that grasp at power, love it for for its own sake, enforce it ruthlessly, and ignore the safety and protection of the people. The old distinctions here at once arise between a strong federal government and a government resting on

the consent of the people. Jefferson, the great apostle of popular liberty, foreseeing such dangers as are now upon us, proclaimed in his day that the federal judiciary were the sappers and miners of constitutional liberty. So they are, such of them as with a greedy thirst for power delight to enforce laws of the kind we are now considering.

I think, Mr. President, that the committee on interstate commerce could not be better employed than in making inquiry into this dangerous question where friction comes between corporation power and the humble though strong and patient multitude of laborers of this land. We are going in the pathway of nations who have gone before us. Old history is being re-enacted day by day. The grasp of wealth, the consolidation of capital, coming here from year to year and obtaining legislation, putting manacles as it were upon the labor of the land, is nothing new. It has happened before in other lands and ages, and with its growth personal liberty and the institutions of free government have perished by the wayside. If this government is to be overtaken by calamity, if there is to be revolution, change in its substance and form, it will come upon this vital point more quickly than on any other within the scope of my mental vision.

The discussion took a wide range, and the indications are that United States judges will not be permitted to play czar in the United States, and, in alliance with corporations, remand workmen into slavery. The time has come to call a halt, and the senate did not fail to see the necessity of the resolution of Senator Voorhees.

### JUDICIAL JUGGLERY.

The two distinguished necromancers who have been exhibiting along the Lake Shore, from Cleveland to Detroit, and particularly at Toledo, have furnished entertainment for a large number of people beyond the audiences before whom they appeared. The tricks played by the jugglers had the charm of novelty, and as wizards, with a big W, Messrs. Taft and Ricks have gained not a little notoriety. Coming upon the stage with their wands, bottles, balls, and other fakir paraphernalia, their appearance elicited applause from box, pit and gallery, and bowing their appreciation of recognition, they proceeded to perform the tricks of the program, designed to tickle the corporations, daze workmen, astonish lawyers, interest the press, and even arrest the attention of the United States Senate, the most august deliberative body in the world.

This jugglery of Messrs. Taft and Ricks reminds us of the far away days when kings wanted to know, not only what they had dreamed, but what their dreams portended to themselves and their kingdoms; whereupon, they called around them their soothsayers, magicians, astrologers and sorcerers, and demanded of them to explain matters, and the poor devils, to save their heads and their salaries, concocted stories, which, with any amount of tweedledum and tweedledee, sufficed to quiet their masters, for which they received special rewards, and when they retired to "chambers," enjoyed themselves immensely upon their success. And,

notwithstanding we are supposed to have made astounding progress since the days of Nebuchadnezzar, the soothsayers are still in demand, but the jugglers are now called judges, and when a corporation dreams of a first class method to rob and oppress workmen, the juggling judges are called upon and are required to give such opinions as their masters require to enable them to *honestly perform* their duties to the public.

Messrs. Taft and Ricks, the U. S. jugglers, have adjourned their performances "in chambers" and in halls, the final trick being to explain their tricks, in doing which they have, with rare success, mystified every artifice of their performance, and practiced the greatest diddle on the program. The blind, "now you see it" and "now you don't see it," was worthy of the wizards, and they smiled to see the astonishment produced by the cheat upon the audience, except the corporation bosses, who seemed to be in possession of the right "tip," but when others, including lawyers, inquired what of it? the response was "damfino."

The labor of the mountain that produced the mouse seems to illustrate the situation, or the exclamation of the devil, after shearing a hog, "Great cry and little wool!" might be regarded the more expressive criticism. But the performance is over, and the jugglers, having found gimlet holes through which to retire, may now be found, doubtless, "in chambers," planning new tricks with which to please corporations and make the "groundlings" stare.

### GEORGE W. CHILDS AND THE PHILADELPHIA PUBLIC LEDGER.

On April 24th, the Philadelphia *Public Ledger*, changed its form from folio to quarto, and now contains 20 pages, and is about the size of the New York *Herald*. In this change the *Ledger* has improved its form, in other regards, improvement is not required and is not demanded.

George W. Childs, the owner and publisher of the *Ledger*, stands in the very front rank of the newspaper men of the country. His success in that line of endeavor is really phenomenal. The labor world admires him for his common sense, philanthropy and the unwavering justice which characterizes all his dealings. Rich in money he is and desires to be, but he is a millionaire in noble, generous deeds and in all that pertains to making the world better and more beautiful and life worth the living. Wherever he journeys he will find hosts of friends who will vie with each other to make him happy, and the *MAGAZINE* joins most heartily in the wish that his life may be one of as much sunshine as Providence ever vouchsafes to the few, who are good because they are built that way.

## THE ANN ARBOR STRIKE.

Under the above caption Grand Master F. P. Sargent contributes the following excellent article to the *North American Review* for May:

A strike is a declaration of war. It is therefore the policy of the Brotherhood of Locomotive Firemen to discourage strikes, and adopt other methods for the settlement of disagreements with employers, strictly in accordance with common sense, always having in view the welfare of the parties to the controversy. To verify this statement, it is only necessary to refer to the constitution and laws of the brotherhood, which are eminently conservative and democratic.

The laws of the brotherhood recognize the sovereignty of the membership. They confer no arbitrary power upon the chief executive of the order. He cannot "order" a strike. He cannot "call out" the men. He cannot arrest the business of railroad. In this connection, it may be prudent to briefly outline what is required to engage in a strike. First, a grievance committee states definitely to the proper officials of a railroad the particular wrongs which it is desirable to have corrected. If the official to whom application is made gives audience to the committee, matters are fully discussed and in a vast majority of cases a satisfactory arrangement results. If, however, an agreement is not arrived at, the chief executive of the order is notified, and, when made entirely familiar with the situation, he takes up the case and presents it, if permitted, to the highest official of the corporation. If a conference is granted, the grievances are discussed and earnest efforts made, on the part of the brotherhood, to reach satisfactory conclusions and if possible to avoid a strike. Concessions are usually made and compromises agreed upon, but if, finally, no agreement results, a strike does not, necessarily, occur at once. On the contrary, the laws of the order require that the road or system be canvassed, for a strike cannot be declared unless two-thirds of the men interested vote in favor thereof, and then only then sanctioned by the Grand Master in conjunction with the committee having the matter in charge. It will be observed that the brotherhood has adopted, to the extent of its power, wise precautions against everything hasty or ill-advised, calculated to precipitate a strike.

In the case of the strike on the Toledo, Ann Arbor & North Michigan Railroad, which occurred on March 8th, every precaution here outlined was taken, and every movement on the part of the members of the order was deliberate and lawful. There was not an instance of insubordination; nothing turbulent or seditious. Men had appealed to their employers like men, to have serious and grievous wrongs redressed in a manly way, as became good and law-abiding citizens. They had been overworked and underpaid. Their employers had violated contracts and had subjected them to outrageous treatment, and mocked at their complaints. Their pleadings and protests had availed not, and when endurance and patience had ceased to be virtues, when all efforts to find redress had utterly failed, then, and only then, did they strike; only then did they assert their manhood, their rights as citizens and abandon their work, preferring idleness and the sacrifices which idleness entails, to the degradation which injustice and insolence force upon the unresisting.

I am writing, as is my province, particularly for the Brotherhood of Locomotive Firemen, though entirely familiar with all the acts and movements of the Brotherhood of Locomotive Engineers, which, owing to its law relating to boycotting railroads, has had special prominence in this strike. I may state, however, that the laws relating to strikes are practically the same in both brotherhoods, with the exception of the law providing for boycotts, which the Firemen's Brotherhood omits.

The strike on the Toledo, Ann Arbor & North Michigan Railroad had no extraordinary features, but the interferences of the United States judges have given it national prominence, and if the dictum

of these judges is to stand as the law, the dearest rights of the citizen are swept away and an autocracy is established. This view of the situation is not strained, but is strictly in consonance with the avowals of the press throughout the country. The questions of law involved are fundamental and are commanding, as they should command, the best thought of the nation. It has hitherto been conceded that railroad employees possessed all the rights as citizens which attached to their employers, that is to say, that if employers possessed the right to discharge employees, when it pleased them to exercise such authority, the employee also possessed the right, unchallenged, to quit work when he elected to exercise that right. If a judge of a United States Court may abolish this right of an employee, he commands him, unequivocally, to a servitude as degrading as the Spartans imposed upon their helots, and it is this phase of the strike which aroused such intense concern and alarm.

It will not be expected that I should enter upon a discussion of the legal points involved; at best I can only voice the sentiments of a body of law-abiding men who have been trained by their organizations to respect laws and the decisions of courts, and who find themselves suddenly reduced to the condition of peonage by the decision of a United States judge. The learned judge, in his decision, finds it convenient to omit all reference to the duties of railroad magnates, and devotes his attention to employees, intimating to them that, having sought employment upon railroads, they have become, by some legal hocus pocus, a part of its machinery to remain during the pleasure of their employer. In handing down such a judicial opinion, the judge seeks to bury out of sight the inalienable right of a railroad employee to liberty and the pursuit of happiness. If an engineer, he is welded to the throttle of his engine; if a fireman, he can lay down his pick and scoop only when his master gives him permission. The interstate commerce law is invoked, it is true, and the whys and wherefores of the boycott are involved, but the judge, disdaining to be exact, gives employees to understand that once becoming engineers or firemen they part with their rights as citizens and are links in a chain gang of railroad employees, because they are in some sense public servants, and the exercise of the prerogative to quit work is productive of inconvenience. But it will be observed that no reference is made to public needs or inconvenience, when an official, without notice or warning, at his own sweet pleasure, discharges an employee.

It has been suggested that a railroad employee, when he accepts service, enlists—something after the manner of a private soldier in the regular army of the United States—placing himself under the control of officers, from corporal to the commander of the company, regiment or division, and therefore can neither quit nor resign, but is held by some mysterious power recently discovered by a United States judge. True, it may be, that neither railroad men nor the public profess to understand clearly what the judge means, but the best efforts that have been made to comprehend his declarations lead to the conclusion that they restrict the rights of employees and indefinitely enlarge the rights of employers. For myself, I do not regret that a United States judge has forced upon public attention questions of such acknowledged gravity. The time has come for workingmen to know if they have any rights which the courts are bound to respect, or if these rights may be at any time abrogated to meet the demands of corporations or the combined capitalistic power. The United States judge at Toledo has started the controversy, and I desire to have it proceed until the unquestioned rights of railroad employees, if rights they have, are established, as also the rights of their employers.

It is asserted that railroads become common carriers, but are unable to perform their obligations without men. They must have men, and it should be stated they must have engines, fuel, water, steam, tracks, switches, etc. The locomotives and equipments can be purchased and become the property of the road, but they are useless without the men, and these, once secured, the general manager, speaking as if by authority, intimates that they be-

come fixtures, because without them, as without engines, the obligations of the railroads cannot be performed; such is the new-fangled logic relied upon to reduce railroad trainmen to machines, to do the bidding of masters with authority conferred by a United States judge.

It is not surprising, therefore, that this strike created intense solicitude throughout the country. It is held, so far as the men can discern, and many of them are thinkers of acute penetration, that the rights of workmen are in imminent peril. In at least one notable instance a United States judge has shown his utter contempt for a sovereign state and the laws made in conformity with the constitution, and has sent county officials to prison, because they would not disregard their oaths and obey his mandate—and it will be readily conceded, if such high-handed outrage can be perpetrated and the judge remain unimpeached, that a judge may, with equal impunity, subject railroad employees to autocratic indignities. Such acts on the part of judges may lead to a movement to define the limits of judicial power, since, if it is as far-reaching as I have indicated, the demand to know the worst will grow in emphasis until the worst is known, and the present is as favorable a period as will ever occur in the history of workmen or of the country for adjustments and readjustments.

A railroad man myself, knowing by experience the duties of a locomotive fireman, and speaking as I do for an order whose membership reaches thirty thousand men, it affords me special pleasure to place upon record the fact that the great body of these men comprehend the value of railroads to the country. They have not in the past, nor are they now, making any demands upon railroad corporations not warranted by justice and fair dealing, nor do they stand in need of any lecturing from a United States judge, or any other ermined representative of the law to teach them their duty. These locomotive firemen are profoundly interested in the growth and expansion of American railroads, they desire their prosperity, because their own welfare is identified largely with their triumphal march; but if railroads, under the decisions of courts or any other power, are to batter down the rights and prerogatives of employees, if the workmen are to witness the creation of a cabal of petty tyrants, and find themselves shorn of privileges hitherto regarded as birth-rights, then, in that case, it were better that no railroad track had ever been laid, better that the wilderness should be restored and the land given back to wild men and wild beasts.

One of the most conservative papers in the country, referring editorially to the declaration of a United States judge, says that "The decision of the United States Court at Toledo, O., to the effect that railroad employees can be compelled to perform the service for which they are employed, regardless of the orders or regulations of any labor organization, is a very important one in its bearing upon the relations of employers and employees. It makes a distinction between such workmen and those engaged in other forms of industry on the ground that their service is of a public character, and that society is particularly interested not only in the way in which they perform their duties while they continue in that service, but also in the time and circumstances under which they quit such employment. They have not the right, Judge Ricks tells them, to choose their own time and place for terminating their service. 'Your employers owe a high duty to the public,' he says, 'which they are compelled to perform under severe penalties of the law, and they have, in turn, a higher claim upon you and your service than that due from the ordinary employees.'" And after some further comment, the remark is made that "This is a new judicial departure, and its outcome will be awaited with general interest." It is this "new departure" that contains the germ of an odious autocracy created specially for the degradation of a special class of railroad employees. No wonder that the writer declares that "its outcome will be awaited with interest." The expression "general interest" puts the case in its mildest form. The language of the judge, it would be prudent to say, creates general alarm; like the phenomena that precede cyclones

and earthquakes, it presages other troubles, compared with which the Toledo strike will be insignificant.

Fortunately, it is held that the court has assumed authority which it does not possess; that its dictum is extra-judicial; that it does not possess the authority to reduce men to machines or to a commodity; that rights acquired by revolution, war and legislation cannot be crushed and overwhelmed by a District judge at his pleasure. But it so happens that while men debate such propositions, embodying self-evident truths, the court, with an iron grip, holds freemen in bondage, and the victims are as powerless as when, under another exhibition of power, men were sold at the auction block.

I am not disposed to criticise railroad corporations or railroad officials. My experience leads to the conclusion that in a majority of cases there is a disposition to deal fairly with the employees and to give prompt attention to grievances. There are exceptions, as in the case under consideration, and however few and far between these unusual cases may be, they are the ones which create the unrest in the ranks of employees. Pending final decisions the organizations involved will wait and watch, and if finally the court's decision is sustained I do not doubt that action will be taken to regain the liberties the court has trampled upon.

Frank P. Sargent.

## COL. R. G. INGERSOLL ON STRIKES.

No man in the United States is better qualified to give an opinion of the rights of American citizens than Col. R. G. Ingersoll, a lawyer, in the best sense of the term; a thinker, penetrating and profound; a student of everything pertaining to human welfare, besides, a statesman, whose comprehension of constitutional limits is everywhere acknowledged. Any position he may take upon so grave a topic as decisions of courts which strike down unalienable rights, is certain to attract wide attention. In an exchange we find the following which corporations will find it to their interest to make a note of:

Colonel Ingersoll says that "all the courts and legislators in the world cannot prevent men from organizing or striking if they want to." Mr. Ingersoll says the bodies of men concerned are too large to be dealt with legally. "The more these people are oppressed," says Mr. Ingersoll, "the closer they will organize, in spite of all the decisions of all the courts in the world."

In the foregoing Mr. Ingersoll sounds a key note of the coming campaign. If United States judges conclude to play the role of autocrats, then the organization of workmen in America will become more compact, aggressive and defiant, and the problem of federation will be solved. Millions will be unified, as if by a decree of Jehovah. A compact will stand forth as impregnable as Gibraltar. The decisions of courts will be as chaff in the grasp of cyclones, and laws, whether state or interstate, will be swept from the statute books. If the courts deem it wise to fire a Sumter or a Concord gun, it will be heard from the center to the circumference of the nation. Workmen are not slaves, they will not be fettered. The stripes on our flag do not mean that they may be duplicated on the backs of workmen. The first notes of warning are heard, and it will be well if they are heeded.

## RATIFICATION OF THE NEW FEDERATION.

The plan of federation recently adopted at Cedar Rapids, as set forth in the April issue of the MAGAZINE, was formally ratified at a meeting held at the same place, April 6th. The plan as finally adopted, including the articles of federation, are embodied in a circular issued from Cedar Rapids April 6th, which we reproduce in full, as follows:

CEDAR RAPIDS, IOWA, April 6th, 1893.

*To all Divisions or Lodges of the Order of Railway Conductors, Brotherhood of Locomotive Firemen, Brotherhood of Railroad Trainmen, Switchmen's Mutual Aid Association, and Order of Railroad Telegraphers:*

The various boards of officers and committees authorized by the law making bodies in the organizations represented by the undersigned, having duly authorized us to act for them in formally ratifying the following plan of system federation, we, in the exercise of that authority, do hereby formally ratify the same and place it at the option of the members on the different systems of railway to adopt.

It will be within the province of the members of the divisions or lodges to instruct their representative in the General Committee, Protective Board or Board of Adjustment as to his action in the matter, or the desires of the members may be learned by a vote of the membership on the system, two-thirds majority of the whole to govern.

No federation can be formed hereunder which includes but a part of the membership of any organization on the system in question; all divisions, lodges or members of that organization must be consulted and included.

Take note that before being effective, it requires the approval of the executive of each of the organizations which may be included in the federation formed. A certified statement of the process through which it has been agreed upon must accompany all requests for approval.

### ARTICLES OF FEDERATION.

**SECTION 1.** On any system of railroad, the General Grievance Committees and Boards of Adjustment may federate and co-operate with any of the following organizations: Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Brotherhood of Railroad Trainmen, Order of Railroad Telegraphers, Switchmen's Mutual Aid Association, and Order of Railway Conductors, for the purpose of adjusting any grievance that may be presented in accordance with the laws of the organization aggrieved.

**SEC. 2.** In the event of any General Grievance Committee failing to adjust a grievance in accordance with the laws governing their organization, the Secretary of said Committee shall forthwith prepare a full and complete statement thereof, under seal and with the signatures of the Committee attached, and forward the same to the Chairman of the General Grievance Committee of each organization constituting the federation.

**SEC. 3.** The Chairman of any General Grievance Committee receiving notice and statement, as provided in Section 2, from the Chairman and Secretary of any General Grievance Committee, representing any organization participating in the federation, shall forthwith answer such call in person, meeting the others at such time and place as is designated, and when so convened, the several General Chairmen shall constitute the General Federated Committee of that system, and shall proceed to organize by the election of a Chairman and Secretary, who shall serve until their successors are duly elected. After such organization they shall, if they approve the grievance, exert every honorable effort to adjust the same.

**SEC. 4.** In the event of the General Federated Committee failing to adjust any grievance that may be referred to it, the Chairman of the Committee having the grievance shall forthwith notify the

chief executive officer of the organization presenting the grievance, who shall at once repair to the place of meeting, and if, in his judgment, the grievance is of sufficient importance, and under the laws of his organization, he is prepared to approve a strike, he shall immediately convene the chief executives of all organizations represented in the federation, and in the event of it becoming necessary to inaugurate a strike, the same shall be authorized only by a two-thirds vote of the Federated Committee and the unanimous consent of the chief executives of all the organizations represented.

**SEC. 5.** Should a strike be inaugurated, the chief executive of the organization aggrieved shall be the recognized leader, and shall have power to declare the strike off with the consent of the General Federated Committee, together with the unanimous approval of the chief executives of the organizations embraced in the federation as provided in Section 4.

**SEC. 6.** The expenses incurred in the settlement of any grievance (or in case of strike) shall be paid by each organization in accordance with the provisions of their respective constitutions and by-laws.

**SEC. 7.** A copy of these articles duly signed by the authorized representatives of each of the organizations represented in the federation on any system, shall be forwarded to the chief executive of each organization, and receive his approval before becoming effective, and no member of this organization shall engage in, or be party to, any federation or alliance except as herein provided.

**SEC. 8.** Any organization that is a part of this federation failing to comply with the rules and regulations contained herein, shall not receive any support or recognition from any organization embraced in this federation on the system upon which the violation occurs, but no organization will be deprived of the benefits of this federation by reason of the acts of its representatives, or its individual members, until such time as they have approved of the action by failure to discipline the parties at fault, and then, only after proper trial and conviction by a two-thirds vote of the Federated Board, subject to an appeal to the executives of the organizations, parties hereto.

**SEC. 9.** If a federation is formed on any system which does not include all the organizations herein named, the others shall be eligible to membership and may file application for such membership with the Secretary of the Federated Board. Upon the receipt of such application, he will forward the same to the Chairman of each General Committee, party to the federation, who will in turn submit it to his associates. Upon receipt of the vote of his associates, he shall file with the Secretary of the Federated Board the vote of his organization in accordance therewith, and the organization applying for membership shall be admitted, if a majority of the organizations, party to the federation, vote in favor of such admission.

**SEC. 10.** These articles may be revised, altered or amended by unanimous consent of the executives of the organizations, parties hereto. We confidently assert that if the members of these organizations will dwell together in peace and harmony, such as exists between your officers, no one can estimate the amount of good which will accrue as a result of such condition. Demanding what is right for yourselves, be willing to accord to others that which is right.

F. P. SARGENT,  
Grand Master B. of L. F.  
E. E. CLARK,  
Grand Chief Conductor O. of R. C.  
S. E. WILKINSON,  
Grand Master B. of R. T.  
D. G. RAMSEY,  
Grand Chief Telegrapher O. of R. T.  
J. E. WILSON,  
Grand Master S. M. A. A.

The new plan should be given a fair and thorough trial, and if it answers the purpose for which it is designed, there will be cause for universal rejoicing.



## OUR CONTEMPORARIES.

The *Switchmen's Journal* for April says:

With this issue the *Journal* closes Vol. VII and passes a mile-post of its history. The journey of the past year has been truly remarkable. Two editors have assumed charge of the *Journal*. One of them was cut down in the prime of life while engaged in an attempt to advance the interests of organized labor, and is now resting in that eternal sleep which awaits us all. While he was in charge of the editorial management of the *Journal* his pen was wielded loyally in the defense of labor. It is with feelings of profound regret that we briefly refer to him at this time. He got out the first number and several succeeding issues of this volume, and no doubt had hoped to live to close the last number.

The *MAGAZINE* has vivid and pleasant recollections of the editor of the *Journal* who fell at his post in the prime of a noble manhood, but it so happens that when a worker falls by the way another steps into his place and the work goes bravely on, as is shown in the *Journal* with Frank Sweeney in the editorial chair.

The *Railway Conductor* for April devotes considerable space to the decisions of Messrs. Taft and Ricks in the Toledo imbroglio. This is right. The people are anxious to know if the interstate commerce law, or any other law creates 3x4 czars with autocratic power to make workmen a part of the rolling stock of corporations. If so, then workmen will promptly knock such laws into spectacular cocked hats.

The *Railway Telegrapher* for May is on our table, and in commenting upon the decisions relating to the Toledo strike says:

We do not believe that under our constitution any act can be legal which forbids an employee the right to sever his connection with his employer at any moment he may see fit, so that he does not criminally endanger life and property, unless it can be shown that the employer is just as rigidly bound by the same act. What we complain of in these interpretations of law is their one-sidedness, in binding the laboring man to do thus and so under certain specified conditions, and at the same time leaving corporation managers to do as they please under the same conditions. Whether Judge Ricks' decision is good law or not we leave the supreme court to decide, but as we now view it, we certainly cannot believe it to be just. We have little sympathy, however, with the idea promulgated by a good many, that all decisions which seem to be inimical to the interests of the poor man, are procured by dishonest means. There are undoubtedly some judges, as there are men in all walks of life, who can be bought with money, but for the most part we believe our courts are presided over by men who have the best interest of all at heart, who are actuated by right motives, and who are controlled by principles of honor and justice, in deciding cases brought before them, and while at times some of them may be more or less influenced—unconsciously—by the subtle influence of capital already mentioned, still we believe, on the whole, that our interests are safe in their hands and as to the supreme court—that tribunal before whom all these matters must come for final adjudication—we have only to say that we believe it to be composed of men who are above reproach. In view of these things we see no reason for desponding.

One of the good results of the Toledo decision is, that it arouses the labor press of

the country as nothing else has done since a labor press existed.

The *Railway Age* quotes Senator Cullom, of Illinois, on railroad rapacity as follows:

The greed for money and the determination to secure it impel men operating railroads and those dealing with them to seek an advantage over others in competition with them, to the extent even of violating the plain letter of the law.

The utter disregard by the common carriers of the country (I speak especially of the railroads) of the common rules of fair dealing with those engaged in shipping, or with localities, prior to the passage of the interstate commerce act.

The people are not willing to permit any legislation that will give greater power to the railroads than they now possess. On the contrary the people demand of congress and of state legislatures legislation that will protect them from the greed and rapacity of monopolies, trusts and combinations.

When great corporations seek to place men in legislatures or other official positions to represent any special interest instead of the interests of the whole people, danger to free government becomes imminent and the people should sound the alarm.

It is very generally conceded that Senator Cullom is level headed and knows what he is talking about, but the *Railway Age* as usual comes into court with a rejoinder as follows:

When railway properties are watched and fettered as they are to-day by national and state laws under which their incomes have been forcibly reduced and many companies are seeing bankruptcy staring them in the face there seems little need of encouraging prejudice or exciting popular alarm anew. The real danger is from a loss of public sense of justice toward capital in every form.

The comments of the *Railway Age* remind us of the story, that on one occasion several of the Rothschilds discussed the poverty of the Astors and the Vanderbilts, expressing wonder how they managed to obtain three square meals a day, to say nothing of the absence of wine. The concern of the *Railway Age* for capitalists is really beautiful—its tears sparkle in its eyes like diamonds. May the Lord give it courage to bear its sorrow.

Again the *Railway Age* refers to the decision of Judge Ricks, as follows:

The validity of the ruling of Judge Ricks in the Toledo strike cases is expected to be brought to test this week before the United States supreme court, in proceedings by habeas corpus to secure the release of Engineer Lennon, who was fined for contempt of court in abandoning his engine on the road and, on refusing to pay, was committed to jail. It seems to be the opinion of the majority of lawyers that the decision was strictly in conformity with the law and that the supreme court will sustain it, in which case the representatives of the labor organizations will endeavor to induce congress to change the law. It is difficult to see on what ground an appeal to congress of this kind could be based. Would the desired amendment be headed "An act to facilitate strikes by authorizing railway employees to abandon their trains when they can most effectively interrupt railway traffic?" Or would it read "An act to prohibit courts of justice from protecting common carriers in conducting state and interstate commerce?" Or would it simply be entitled "An act to encourage conspiracies and boycotts?"

One would think that the *Railway Age* is sufficiently crude to answer questions, especially, such as it asks. Such is not the



case, however. It asks questions which it wants others to answer. Regarding an "appeal to congress" it is sufficient to say, if the law as it now stands enables a judge to reduce workmen to slaves, that law will be repealed by the fiat of workmen, as certainly as that a Kansas cyclone upsets an ordinary hay stack.

The *Cleveland Citizen* discusses the "World's Heroes" and says:

How grand it is for a man to live for a heroic purpose; to give his best thoughts, his time and his ambition to an unselfish work for others—to feel in the good of others the highest personal gratification! Heroic lives that never reach the historian's pen have lived, struggled, suffered and died to bring the world nearer to the good time coming that lives in every brain and lightens every task; proscribed, scorned, and jeered by those they have tried to save, but who lay their tired limbs down, with a smile on their faces, and meet death tranquilly, conscious that the work they had begun will be taken up by others and go on and on; and who die with their faith in man unbroken and pure!

We commend the foregoing, but desire to say, that the time has come at last when heroes propose to have some of the good things in this world besides "scorns and jeers" and die with "their faith in man unbroken." They are going to have at least better food, and more of it, better houses, better clothes—in a word more of the things they are fighting for.

The *New York People* refers to the late strike in Belgium, as "a strike that was a strike." It says:

The whole working class of Belgium went on a strike last week. Mines, factories, shops, wharves were left idle. Civil war was on the point of breaking out. The struggle was short: from it the laborer emerged, his brow wreathed in laurels and with the acquisition of abiding benefits, that will inevitably lead him on to speedy and complete emancipation.

And yet there are those in the United States who declaim against strikes, and among them so-called labor leaders. The Belgium workmen struck for the ballot, and obtained it in spite of king and nobles and the whole aristocratic class.

The *Topeka Advocate* contributes some statistical information regarding "evidences of prosperity" in Kansas. It says:

About a week ago we happened to observe in a county paper a large number of notices of sheriff sales, and it occurred to us to keep a record of such as should appear in our Kansas exchanges for one week. We have not had time to examine all of these exchanges, but in such as have fallen under our eyes during the week we have counted 267 homes advertised for sale under the sheriff's hammer. These are in thirty-seven counties. There are 106 counties in the state. If the same ratio holds good in the other counties there would be considerably over 700 homes advertised at sheriff's sale in the state in the week just closed. At this rate, how long will it take to sell out the state?

Well, if 700 homes are sold at sheriff sale in one week, 36,400 homes would be sold in one year, and as there are about 285,000 homes

in Kansas the sheriff would get away with them all in about eight years.

The *Railway News-Reporter* of April 15, speaks out boldly in regard to the Toledo judicial outrage. It says:

Among the railway organizations there seems to be a feeling that there is serious trouble brewing for all concerned, and it is not at all unlikely that the recent decisions of the two judges in the Ann Arbor cases will hasten the end. Those decisions, in our opinion, will cause a consolidation of all railway labor, and in future strikes, in order to prevent employes from becoming amenable to this law, every employe will have to resign at once. Of course this step would paralyze the industries of the whole country but would result in a speedy settlement of the questions at issue. It would, we admit, be a gross injustice toward the corporations against which there were no grievances, but when such a step becomes necessary to offset the influence of courts which are purchasable, then it will be surely taken.

We have always opposed the boycott because we have opposed the black list. One is as bad as the other, and are weapons that should not be used by either side. There is only one way by which such petty roads managed by even smaller men, can be brought to time when the cause is just, and that is to stop every wheel in the vicinity of that road and leave the rest to the owners of the larger lines. Everybody will exclaim: "But this would work an injustice on lines not responsible for the trouble." True, but no more so than the decisions of a purchased court.

The foregoing is not only concise but embodies facts and common sense, and outlines coming events.

According to the *Vanguard* the editorial rush for passes to get into Jackson Park, is something in the nature of a cloud burst. The *Vanguard* says:

Many of the country editors have added marginal notes or attached letters to their applications explanatory or otherwise. One "molder of opinion," who presides over a weekly newspaper in a town in southern Kansas, and whose journal, according to the newspaper directories, has a circulation of less than 500, fills out the space left blank for the names of those who will represent his paper at the fair as follows:

	Months.
Martin J. Pulkhart . . . . .	May, June, July
Mrs. M. J. Pulkhart . . . . .	May, June, July
Miss Mamie L. Pulkhart . . . . .	May, June, July
Master Eddie G. Pulkhart . . . . .	May, June, July
Jobson Beesa, foreman composing room	August
William Jackson, pressman . . . . .	September

To the application was pinned a note in which Editor Pulkhart assured Mr. Holland that "if he needed any more passes he would let him know."

All of the back township editors are keeping step to the Pulkhart polka, and the jam is likely to be immense.

The *Railway Shop Employees' Journal* for May comes to our table as bright as a "souvenir coin." In discussing "rival methods" to accomplish the welfare of labor, the *Journal* says:

A century since trade was at war with trade; journeymen of one trade delighted to antagonize those of another. Each held itself aloof and rejoiced in its exclusiveness. To-day increased liberty in the body politic has led as it ever does, to an increased social feeling, to solidarity through

federation: while holding to charity for all, it also proclaims in essentials, unity. Each union preserves its autonomy; the old doctrine of "State Rights" here finds its exemplification. When all unions united in support of the Brotherhood of Carpenters and Joiners in their efforts for fewer hours, the federation spirit was seen in its brightest phase.

Manifestly labor is moving in the right direction toward the goal of emancipation.

#### LABOR LEGISLATION IN COLORADO.

Fortunately for the cause of labor, Brother W. F. Hynes, of Denver, was elected a member of the Colorado legislature, recently adjourned. During the session he introduced the following important bills, viz.:

The anti-child labor bill; this bill, it appears, was promptly rejected. An anti-Pinkerton bill passed both houses and was then stolen. A kindergarten school bill was passed and became a law. An eight hour bill passed, but suffered by amendments. A bill licensing stationary engineers did not go through. A bill licensing plumbers passed both houses. A bill making it unlawful to discharge a man because he belonged to a labor organization passed and was then stolen. Bro. Hynes also introduced the employers' liability bill, which passed and became the law of the state, and below is given the full text of this important measure:

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. Where, after the passage of this act, personal injury is caused to an employee who is himself in the exercise of due care and diligence at the time;

(1) By reason of any defect in the condition of the ways, works or machinery connected with or used in the business of the employer, which arose from or had not been discovered or remedied owing to the negligence of the employer, or of any person in the service of the employer, and intrusted by him with the duty of seeing that the ways, works and machinery were in proper condition; or

(2) By reason of the negligence of any person in the service of the employer, entrusted with exercising superintendence, whose sole or principal duty is that of superintendence.

(3) By reason of the negligence of any person in the service of the employer who has charge of any switch signal, locomotive engine or train upon a railroad, the employee, or in case the injury results in death, the parties entitled by law to sue and recover for such damages shall have the same right of compensation and remedy against the employer as if the employee had not been an employee of or in the service of the employer engaged in his or its works.

#### AMOUNT OF COMPENSATION.

SEC. 2. The amount of compensation recoverable under this act, in case of a personal injury, resulting solely from the negligence of a co-employee, shall not exceed the sum of \$5,000. No action for the recovery of compensation for injury or death under this act shall be maintained unless written notice of the time, place and cause of the injury is given to the employer within sixty days and the action is commenced within two years from the occurrence of the accident causing the injury or death. But no notice given under the provision of this section shall be deemed invalid or insufficient solely by reason of any inaccuracy in stating the time, place or cause of the injury; provided it is shown that there was no intention to mislead and that the party entitled to notice was not in fact misled thereby.

#### WITH CONTRACTORS.

SEC. 3. Whenever an employee enters into a contract, either written or verbal, with an independent contractor, to do part of such employer's work, or whenever such a contractor enters into a contract with a sub-contractor to do all or a part of the work comprised in such contract or contracts with the employer, such contract or sub-contract shall not bar the liability of the employer for injuries to the employees of such contractor or sub-contractor by reason of any defect in the condition of the ways, works, machinery or plant, if they are the property of the employer or furnished by him, and if such defect arose or had not been discovered or remedied through the negligence of the employer or of some person entrusted by him with the duty of seeing that they were in proper sanitary condition.

#### KNOWLEDGE OF DEFECTS.

SEC. 4. An employee or those entitled by law to sue and recover under the provision of this act, shall not be entitled under this act to any right of compensation or remedy against his employer in any case where such employee knew of the defect or negligence which caused the injury and failed within reasonable time to give or cause to be given information thereof to the employer or to some person superior to himself in the service of his employer who had entrusted to him some general superintendence.

#### CO-EMPLOYEES MADE LIABLE.

SEC. 5. If the injury sustained by the employee is clearly the result of the negligence, carelessness or misconduct of a co-employee, the co-employee shall be equally liable under the provisions of this act, with the employer, and may be made a party defendant, in all actions brought to recover damages for such injury. Upon the trial of such action the court may submit to and require the jury to find a special verdict upon the question as to whether the employer or his vice principal was or was not guilty of negligence proximately causing the injury complained of; or whether such injury resulted solely from the negligence of the co-employee, and in case the jury by their special verdict find that the injury was solely the result of the negligence of the employer or vice principal, then and in that case the jury shall assess the full amount of plaintiff's damages against the employer and the suit shall be dismissed as against the employee; but in case the jury by their special verdict find that the injury resulted solely from the negligence of the co-employee, the jury may assess damages both against the employer and employee.

The fact that two important bills introduced by Bro. Hynes were stolen by some miscreants, indicates the infamous methods employed by corporations to defeat righteous legislation. But Bro. Hynes is to be congratulated upon the splendid record he made, and when again he becomes a law maker, it may be set down as a certainty that measures he puts through will not be stolen.

#### SPECIAL.

Changes of addresses and all other business matters relating to the MAGAZINE should be addressed to F. W. Arnold, Manager, Terre Haute, Ind. Much of this correspondence is now directed to the Editor, causing delay and unnecessary work.

#### NOTICE TO MAGAZINE AGENTS.

Please take notice that all changes of addresses should be reported to the manager of the MAGAZINE and not to the editor. All matters relating to subscriptions, addresses, accounts, etc., must be addressed to the undersigned.

F. W. ARNOLD, Manager.

## WM. D. ROBINSON MONUMENT FUND.

Wm. D. Robinson, who died at Washington, Ind., on November 7th, 1890, was the founder of the Brotherhood of Locomotive Engineers, and in doing this great work, he as certainly laid the foundation of the Brotherhood of Locomotive Firemen and all other organizations of railway employees.

In closing our obituary notice in the December, 1890, issue of the MAGAZINE, we said:

In this hour, when Locomotive Engineers and Firemen stand uncovered at the tomb of Wm. D. Robinson, the question arises, What can be done to perpetuate the name, the fame, the memory of a man who gave the best years of his life for their benefit? Is not the answer, We will build him a monument worthy of his deeds, of his labors and sacrifices? We will believe that such is the response.

If it is, let the good work begin, and let it be carried forward until a granite or a marble shaft shall mark the spot where his dust reposes.

"What hallows ground  
where heroes sleep?  
'Tis not the sculptured  
piles you heap!  
In dews that heavens far  
distant weep  
Their turf may bloom.  
Or genii twine beneath  
the deep  
Their coral tomb.

"What's hallow'd ground?  
'Tis what gives birth  
To sacred thoughts in  
souls of worth!  
Peace! Independence!  
Truth go forth  
Earth's compass round  
And your high priesthood  
shall make earth  
All hallowed ground."

The poet's idea is correct. Where Wm. D. Robinson sleeps his last sleep is hallowed ground, and monumental marble could add nothing to its sacredness. But it is all of that without reference to the living. What can the living do to bear testimony that the last resting place of Wm. D. Robinson is hallowed ground?

We do not believe the name of Wm. D. Robinson is soon to perish and be forgotten. We believe the brotherhood he founded will be his imperishable monument, and that his name in connection with that great order is to increase in lustre as the years flow on. But that does not cancel the debt of gratitude the two great brotherhoods of the locomotive owe his memory, which if not met, will, in the judgment of mankind, cover the living with obloquy.

We believe the Brotherhood of Locomotive Firemen will respond in a way that will bear eloquent testimony of their appreciation of the life work of the man that made their organization fruitful above measure of blessings to locomotive firemen. Alone and unaided, our order, for the small sum of 25 cents each, could do the work. But we prefer doing it in conjunction with the Brotherhood of Engineers; nor would we confine subscriptions to the two orders, but would invite all the brotherhoods engaged in the train service of railroads to join in the great work of gratitude.

In discussing the propriety of erecting a monument to perpetuate the memory of the

dead philanthropist, we said in the April issue of 1891:

The idea of building a monument to perpetuate the name and fame of Wm. D. Robinson, originated with the FIREMEN'S MAGAZINE. The time has come for action. Contributions should be made. We have said that 25 cents each from members of the B. of L. F. would build the monument. But we surmise that other orders would want a place in the splendid work proposed, and we have opened in the Grand Lodge office of the B. of L. F.,

## A ROBINSON MONUMENT FUND.

Every contribution, however small or large, will be acknowledged in the columns of the MAGAZINE under an appropriate head, and when the contributions approximate a sum which gives assurance of success to the enterprise, a commission made up of the members of the various brotherhoods will be constituted to take charge of the fund and prepare for work.

Members of the various orders subscribing should designate their calling, and if they will give their address, it will be regarded as a favor.

Now, let the good work proceed. Wm. D. Robinson, when alive, was the friend of the workman. He wrote and spoke and toiled to establish a brotherhood and to teach men the power of organized labor. Railroad trainmen had no more ardent and unselfish friend. Let a monument bear testimony that death did not sever the tie that bound him to the living.

If ever a man deserved the grateful homage of his fellows that man was Wm. D. Robinson. He devoted the best years of his life to the great work of organizing railroad men for their moral and material advancement. He toiled without recompense, he endured privations and made sacrifices, the half of which will never be told. He lived and died



WM. D. ROBINSON.

in poverty, that others might fare better than was his lot. Every man, woman and child who has been, is now, or ever will be the beneficiary of any of the brotherhoods of railway employes, owes Wm. D. Robinson a debt of gratitude that can never be paid. Such a man deserves a monument to bear testimony of the love and gratitude of those for whom he accepted poverty, persecution and all their attendant ills, and every member of every organization of railroad employes should cheerfully contribute his mite, small as it may be, to such a noble purpose. Contributions may be directed to the LOCOMOTIVE FIREMEN'S MAGAZINE, Terre Haute, Indiana, all of which will be acknowledged in its columns.

## COMPLIMENTARY TO MR. MOSELEY.

The following resolutions of thanks to Mr. Moseley were unanimously adopted by the Commonwealth of Massachusetts:

*Resolved*, That the senate and house of representatives in general court assembled, appreciating the valuable services rendered the cause of humanity by Edward A. Moseley, of Newburyport, by his untiring and efficient efforts to secure greater safety to railroad employes, hereby tender the thanks of the commonwealth to him for his sincere and disinterested labors to secure the passage of the law requiring railroads engaged in interstate commerce to equip their freight cars with automatic couplers.

*Resolved*, That a copy of these resolutions, suitably engrossed, and signed by the president and clerk of the senate, and the speaker and clerk of the house of representatives, be forwarded to Mr. Moseley.

Mr. Moseley may well feel proud of such a testimonial. Few men are honored so greatly, and fewer still deserving of the tribute.

## O. R. C. CONVENTION.

The annual convention of the Order of Railway Conductors met at Toledo, Tuesday, May 9th. We clip the following account of the opening exercises from the press dispatches:

The Order of Railway Conductors opened its national convention here this morning with public exercises at the People's Theater. Governor McKinley welcomed the visitors in behalf of the state. Grand Master F. P. Sargent, of the Brotherhood of Locomotive Firemen, was present and spoke as follows: "It was nearly two years ago that I first met your officers. Since then I have traveled side by side with them. I came here today to pay you tribute in behalf of the Brotherhood of Firemen, whose members are your constant companions, and who are looking towards Toledo to-day. They hope this convention will be one of the most successful in the history of the order, and that you may go home laden with good ideas and the determination to carry them out. The O. R. C. will not alone be benefited by your deliberations, but every organization will learn from you, and will go forth to greater conquests than they have yet achieved.

"My predecessor, Mr. Brown, has brought home to me several questions which I must have time to consider. Each one of this audience must consider them. But, sir, you have spoken them to a body of men who are capable of grasping the ideas. In Toledo things have been brought up during the past two months which should have awakened the thoughts of every one. Right here we have seen men ask to better their condition. They were men who were firing locomotives for \$1.20 per 100 miles a day. [Hisses.] They have gone in a gentlemanly manner and asked for a few cents more a day. They have gone so far as to ask that their fellow citizens be called in to arbitrate. Finally, when the head of the great corporations involved said he thought this to be an honorable way, and the men were called, the firemen were given a raise in wages. The corporation then repudiated the settlement with their men, when they could no longer work they quietly withdrew from the service. This was an honorable transaction and will stand to their credit. Yet by contemplated action of their fellow workmen we were obliged to bow in humble obedience to the law, which, as honorable men we did. We were told that we must quit our position at certain times and places. We obey the laws. We believe in obeying the mandates of the jurists who are elected to preside over us. But we must analyze the laws and see if there is not something in them that will protect our interests

also. If the common carrier must carry on its work, let it be seen to that those who work for them get justice. Let the experiences of the last three months teach us the lesson. Let us think. Let us require the gentlemen to whom we have given our franchise to enact laws in which we will be given a hearing. Then we will bow in humble obedience to the laws, go ahead and do our duty and protect this noble country.

"Brethren in legislative session, let us pass in review the record of the past two years; pass laws which will do you honor and credit." In closing Mr. Sargent paid tribute to Chief Conductor Clark. He said: "It makes me proud to pay tribute to the noble man who presides over the O. R. C. On many occasions we have been together in council. I have found him honest, noble and truthful. I am proud to call him brother. There is not a fireman in our brotherhood but tells the same and when your work is ended may peace and prosperity enter your life. May the O. R. C. stand out as a bright star in the constellation of organized labor."

## A CHARMING BOOK.

We are indebted to the publishers, Messrs. Mast, Crowell & Kirkpatrick, Springfield, Ohio, for a copy of the magnificent book entitled "Scenes from Every Land," a collection of over 500 fine photographic views, size 11½ by 14½ inches, designed to take the place of an extended tour of the globe, and embracing the most beautiful, interesting and striking scenes that divert the traveler abroad, the whole forming a photographic panorama of the world. With an introduction by Gen. Lew. Wallace, and descriptions of the different scenes by Edward Everett Hale, D. D.; Washington Gladden, D. D.; Russell Conwell, D. D.; Hamilton W. Mabie, LL. B., Lit. D.; S. F. Scovel, D.D., LL.D.; C. H. Payne, D. D., LL. D.; Hon. Wm. C. P. Breckinridge, Hon. Henry Watterson, J. H. W. Stuckenburgh, D. D., of Berlin, Germany, and other talented writers; edited by Thomas Lowell Knox. Springfield, Ohio: Mast, Crowell & Kirkpatrick.

The book, in all of its parts, binding, paper and typography, is one of rare beauty and perfection, and the splendid collection of engravings, from photographs, cannot be excelled. As all the illustrations are made from actual photographs, they possess the charm of accuracy; a photograph tells no lies. The descriptions are charmingly written and contain a surprising amount of information. The system of indexing used renders the information relative to any city, country, building or scene readily accessible, thus making it a valuable work of reference. It contains many fine photographs of famous paintings and statuary in the art galleries of London, Paris, Florence, Rome, Dresden and other great cities. The publishers have cause for congratulation in the fact that considerable space is devoted to American scenery, there being too much of a tendency on the part of publishers generally to illustrate other lands to the neglect of our own. The writers we have named are a guarantee that for elegance of expression their articles will

be read with special delight. We most heartily commend "Scenes from Every Land" to the readers of the MAGAZINE, feeling confident that after careful perusal they will find themselves in possession of information that falls to the lot of only the favored few by extensive travel.

### SCHEDULE MAKING.

MR. EDITOR:—In the earlier days of rail-roading, it was the practice of railroad companies to formulate a schedule of wages to be paid the employes, in certain branches of the service. In recent years, however, it has come to be the practice to have representatives of the employes, in the particular line of service to which the schedule applies, present to assist in arranging its details. This being the case, it is the apparent duty of every employe affected, to make this a matter of careful thought and study; and I am of the opinion that a more general study of the subject, and a liberal exchange of views, through the various railway journals, would be of great benefit. As it now stands, we are often brought face to face with men whose only study of the matter has been to pick a schedule to pieces; without ever a thought of putting one together. It has been remarked that it is impossible to construct a schedule which will fit all cases. For one, I am inclined to believe that a schedule can be produced which will cover every point existing at the time of its adoption; I am further convinced that provision might be made whereby unforeseen changes and conditions could be disposed of. But, to produce a schedule which will stand the torture to which an article or clause is sometimes subjected by railway officials, in order to make it operate in favor of the company, is quite a different matter. Take, for example, this; "When road engineers are required to switch over one hour at terminal stations, where switch engines are regularly employed, they will receive compensation for such service at road rates." Presently a case comes up like this: Business drops off, and the day switching service at a given point is discontinued; road crews arriving during the day-time are required to switch their trains, and out going crews are required to make up their trains; the division superintendent refuses to allow time for this switching on the grounds that there is no switch engine regularly employed. At the same time a switch engine works nights, every day in the week. Well, the boys carry the case up to the highest authority, and he decides that "as there is no switch engine regularly employed in the day time the schedule does not apply and no time can be allowed." It is indeed a hopeless task to make up a schedule which will stand such inroads upon its good intentions. I presume

that fully as wide a divergence from the meaning and letter of a schedule, as the foregoing, might be cited on the part of the employes; but what I wish to emphasize is the importance of so wording and framing the instrument as to leave as little room as possible for this sort of business; also, for providing a court of final arbitration whenever either side persists in so grossly twisting and misconstruing a schedule. In making up a schedule there are certain primary principles that should be clearly stated as a basis on which to build. The rate of pay per day, hour, mile, or run, should be definitely stated; how fractions of these units of reckoning should be disposed of; where and when one run or day ends and another begins; such terms as division terminal, or division station, should be clearly defined as to their application to the schedule. But what has caused the destruction of the most schedules has been the fact of their final interpretation by one only of the two parties to their formation. So long as a decision from an officer of the road is sufficient to nullify the operation of any provision of a schedule there is little use in spending time over their construction. The instrument itself should designate who is to make the final decision, whenever parties to the agreement differ as to its meaning or application.

A. H. Tucker.

CHILLICOTHE, Mo.

### EVOLUTION AND INDEPENDENCE.

MR. EDITOR:—The January MAGAZINE contains an editorial article on the subject of evolution in which the employes of the Reading railroad are denounced in effect as being natural, volunteer, cowardly slaves; as "Men who willingly yield up their independence, and like so many peons or helots wear the badge of servitude placed upon them by McLeod." "Men who dare not light a lodge fire and proclaim their emancipation from their slavish condition." "For such men neither evolution nor revolution could lift them in a thousand centuries one inch above the dead line of their degradation." These expressions indicate a belief on the part of their maker that those men are wholly devoid of all those qualities and sentiments that go to make self-respecting men; that they are strangers to the love of liberty, and are so indifferent to their slavish condition that they would not change it if they could; that they are incapable of feeling humiliation, disgrace or insult at the various indignities put upon them by their masters in compelling them to shave off their beards and submitting to other tyrannical abuses; and further, that they themselves are to blame for their deplorable state. Nothing can be more erroneous than such a



belief, and one is very much surprised to hear an expression of it coming from the editor of the MAGAZINE. The unbiased minded student of causes and effects who views the entire field without prejudice knows that the MAGAZINE is wrong when it declares that the men of the Reading railroad wear "the badge of servitude put upon them by McLeod." He knows that that badge of servitude is not put on them by McLeod or any other individual or particular corporation, but by unjust social and economic systems out of which have naturally grown institutions that make the masses the political and industrial slaves of the few; systems that were born of brute force, reared in superstition and maintained by ignorance, prejudice and bigotry, and that the slavish condition of the men of the Reading, or any other railroad or corporation, is owing to the existence of these systems and to no other cause, and that they are as powerless by themselves to change their conditions while such systems supported by the present condition of the public mind—ambition and greed on the one side and ignorance, prejudice and stupidity on the other—exist as were the slaves of the south to gain their freedom by their own efforts, while the institution of slavery itself was looked upon by the masses as being right. The men on the Reading, and all the rest of us slaves, have exactly the same forces to contend against as did the slave of the cotton field. While private ownership in land is recognized by the masses as being right, all those who cannot in the nature of things own land must, of necessity, be the slaves of those who do own it, and until such ownership is abolished through the medium of a single tax on land values, we can no more hope to become free from our slavish condition than could the man sold on the block hope to walk out of the market place a free man while the laws of the nation, enacted by groveling ignorance on one side and haughty aristocracy on the other, declared in letter and in spirit that private property in man by man was right. Would not evolution or revolution lift the owner of the soul who sung—

At night, when all was dark,  
I listened to the watch dog's bark,  
And it seemed to say to me,  
You people must be free

From these agonizing, cruel slavery days—in a thousand centuries one inch above the dead line of his degradation? His condition to-day answers yes, for it has. But could he, or any number of those in bondage with him, have dared "to light lodge fires and proclaimed their emancipation" while the pulpit declared slavery to be a divine institution, and the Supreme Court of the land held that a black man had no rights which a white man was bound to respect, and the overwhelming majority of the people of the nation were fools enough to believe it and

give it their support. No one dare say that he could. Neither can the men of the Reading, for the same forces operate to-day to hold them down that held down the chattels of ante-bellum days. It is therefore as senseless and useless to rail at the Reading men, as the MAGAZINE does in this instance, as it would have been for the Garrisons, Holmeses and Phillipses to have railed in a like manner at the negroes of the south. The former, like the latter, are the fruits and victims of institutions. They (we all) are the effects not the causes, except in so far as we persist in remaining ignorant of our inalienable rights, and for that reason vote ourselves slaves instead of free men. The war between organized monopoly and organized labor is being waged, and it does not require a very acute mind to see what the result must be under the circumstances. The outworks of labor are carried by the enemy in the quenching of the lodge fires of the Reading employees. They have won another victory in Judge Ricks' decision, which, if supported, will end the war in a short time, for no lodge fire can long remain burning in face of it, and the Napoleon of labor will meet his Waterloo at the hands of the Wellington of monopoly. The only escape from this is through free land—the single tax.

"See you poor o'er labored wight,  
So abject, mean and vile,  
Who begs a brother of the earth  
To give him leave to toil.  
Were I designed yon lordling's slave  
By nature's law designed,  
Why was an independent thought  
Ever planted in my mind?"

So long as "yon poor over-labored wight" is compelled to "beg a brother of the earth to give him leave to toil," so long will there be men who dare not light a lodge fire and proclaim their emancipation from their slavish condition.

P. W. Monahan.

GRAND JUNCTION, COL.

#### IN DEFENSE OF "THE BOYS."

MR. EDITOR:—Mr. W. T. Nicholson, a fireman on our division, in a communication which appeared in the March MAGAZINE, makes some very severe as well as unjust remarks concerning our boys. One who was not acquainted with the boys would think, after reading his article, that they were a set of confirmed drunkards, inveterate gamblers, regular patrons of houses of ill-fame; not permitted to associate with respectable people.

Many of us are married men and, of course, the article in question reflects very strongly on our wives, as well as ourselves. Mr. Nicholson may have found himself, as he says, "Placed outside the pale of the very best society," if such is the case we feel very sorry for him; however, I can truthfully say in justice to the boys, that Mr. Nicholson's case is an exceptional one, as we find no such general condition confronting us.

As to the boys being drunkards, gamblers, etc.; out of more than 150 enginemen employed on this division there is not one drunkard; neither is there one who makes a practice of gambling. As to patronizing houses of ill-fame, Mr. Nicholson may be better authority on that point than I am as I never go to such places.

He says he has been a constant reader of the *MAGAZINE* for the past five years: he might have added, to substantiate his economic principles, that during the entire five years it had not cost him a cent; and, in fact, he had not paid out a cent during that time towards furthering the interests of enginemen: I presume, though, he was too modest; Mr. Nicholson detests egotism.

Mr. Nicholson belongs to a class of men, who, thank the Lord, are very scarce here; a class who insist upon reaping benefits which have been paid for by others; he is one of those goody goody persons who would attend church and contribute a nickle (if he had no penny) and feel that he had done more good than if he had contributed two dollars towards assisting some poor man who had lost a limb. The reason he would feel better over it would be because it had cost him less. He is not what might be called a self-made man, notwithstanding he never helped to make anyone but himself.

The enginemen on this division have often been complimented for their sobriety and general good behavior, consequently, we cannot afford to be brought down so low in the eyes of the public without resenting it in some way. We make our standard of sobriety high and the man who does not come up to it cannot join our brotherhood: we are never afraid, when going before our master mechanic in the interest of some brother, that he will call our attention to the fact that "this man is a drunkard."

Our boys may not assume a sanctimonious look on Sunday morning; nor be regular in attending church, but take a piece of paper and write at the top of it that so and so has fallen from his engine and broken a leg, and that the undersigned agree to pay the sum set opposite their names etc., and, while the boys may not fall over each other in their efforts to subscribe, when you come to them you may feel assured that you will not go away empty handed; and if you see any one who is trying to shun you, you may call him Nicholson and count on being very nearly right.

The boys may get on their ears once in a while and use language which would not be appropriate to the society which our friend is lamenting because he cannot mingle with, but they don't mean it; they are simply wound up and have to run down before they stop.

*George W. Lumm.*

BARNESVILLE, MINN.

### THE ANN ARBOR DECISIONS.

MR. EDITOR:—Having watched with interest the Ann Arbor strike, and the consequent legal decisions arising therefrom, I feel that I must say something in regard to the matter.

According to the decisions of Judges Ricks and Taft, a laboring man has no right to leave the service of his employer when he sees fit to do so, without first consulting his employer.

A pretty state of affairs we are coming to in this much lauded free country! I say that any man has the right to quit work whenever he wishes to without consulting such things—who pass themselves off for men—as Judges Ricks and Taft. These men are nothing more nor less than the tools of corporations. If it is unlawful for an individual, or a body of individuals, to boycott a corporation, according to the inter-state commerce law, then it is unlawful for corporations to boycott one another, as was done in the case of the "Alton" by the other roads refusing to sell tickets over this road.

Again, according to the interstate commerce law, it is unlawful to issue passes to any person not an employe of a railroad; yet this law is violated every day in the year by these very law abiding corporations, by issuing passes to members of the legislature, newspaper men, and others who have no right to such passes according to the law. What is it done for? Simply to influence legislation in favor of the railroad companies who would trample laboring men under their feet as they do the dust, if they could. All praise to the men who dare to organize and prevent in some measure, the degradation of laboring men!

Judge Youngsblood, of the appellate court at Mt. Vernon, Illinois, has put himself on record as saying that Judges Ricks and Taft's decisions were an outrage on decency; that they were against the constitution of the United States, and would not hold good in the supreme court. It seems to me that if the railroads can resort to the courts the brotherhoods can do likewise; it is a poor rule that will not work both ways.

I have been trying to induce a member of the legislature to introduce a bill making it unlawful for railroads, or corporations of any kind, to discriminate against labor organizations. How I shall succeed, I do not know, however, I shall keep pecking away until something is done.

The laboring man of this land, and especially brotherhood men, should look this question square in the face and put forth every effort to have something done in the way of legislation for the masses. This can only be accomplished by nominating men for office from their own ranks and seeing that they are elected, regardless of party.



There is no question, in my mind, that the railroad companies are trying to break up the different organizations. This should only have the effect to bind them more strongly together to obtain their rights as American citizens.

"In unity there is strength," and these corporations know it. Federation! Federation is the word! Sound the slogan all along the line from ocean to ocean, and from Canada to the gulf!

*George M. Renzer.*

SPRINGFIELD, ILL.

#### THE PROBLEM OF UNEMPLOYED FIREMEN.

MR. EDITOR:—Having been obliged to travel over many different railways in search of employment, since the San Antonio and Aransas strike, my attention has been called to the large number of experienced firemen who are idle. The questions naturally arise; who is to blame for this and, why are not these men at work instead of going from place to place in search of employment? Hundreds of good experienced firemen are, to-day, tramping the country seeking employment without success, while inexperienced men are being hired every day. What is to be the result if this condition of affairs continues to exist for the next three years, as it has for the three years past? It will be utterly impossible for a man to obtain a situation without starting at the foot and climbing the ladder again. As it is, unnecessary burdens are placed upon those brothers who are at work, because of supporting those who are idle. Taking a broad gauge view of the matter; all clear minded men must admit that the firemen themselves are to blame for the fact of the country being flooded with idle firemen.

Most roads,—in fact all first-class roads—have a contract, or an agreement, with their employes, and in how many of these agreements do we find any provision for the benefit of our brothers, who are out of employment? These men call for a contract and get it; the question of wages and of rights to regular runs is thoroughly discussed, but the brother, who is traveling all over the country in search of a situation so that he may provide for the wife and child he has left at home, is never thought of. Why not include the question of giving our brothers the preference in the employment of men, in that contract?

Firing is like any other trade, and let us see that those who have served their time shall have the preference. We should make it plain to the officials that it is decidedly in their interest to employ experienced men; this done, I think, we shall be in a fair way for the solution of the problem.

Constant neglect, by the officers of lodges,

of section 160, of our constitution, helps to keep full the ranks of our unemployed. There was one exception to this in my case, at Needles, Cal., they went to Mr. Wm. Hancock and tried hard to get me a situation. Now, I ask the many brothers, what can be done to obtain situations for our idle firemen? I suggest that we insert a clause in our contracts requiring the employment of experienced men. Brothers, let us hear from you.

*Frank Massey.*

YOAKUM, TEXAS.

#### PREACHING VERSUS PRACTICE.

O, father, dear, when I heard you preach  
In your eloquent style to-day,  
Such a sermon grand, full of flowery speech,  
Meant to drive life's ills away;  
I had many doubts, which, I must confess,  
In a sort of public song,  
That our souls will bloom for this life's distress,  
Yet I hope I may be wrong.

When you told of the rich man's chance to win  
His way to eternal bliss,  
That the wealth he has is a woful sin  
It were better for him to miss,  
Sure I shook my head in a dubious vein,  
And I hankered for a slice  
Of the wealth you called "his ill gotten gain,"  
In spite of your sage advice.

When you preached of health on homely food,  
Old Nick must have whispered me  
That you grow quite fat on broiled and stewed,  
Grilled turkey and fricassee;  
And would hate to munch an old frozen crust,  
With some water to wash it down,  
Which we listeners ate, whom you say from dust  
Shall ascend to the victor's crown.

Now, if wealth is wrong, will you kindly say  
Why you keep an open fist.  
To catch each cent which comes your way  
Of "the dirty deadly grist?"  
You're sure to freeze to the dollars tight,  
For you hoard them up secure;  
And, in fear they'd leave the path of right,  
Not a cent do you give the poor.

You wear broadcloth fine, and your linen's white  
As the drifts of unsunned snow,  
Which caused us many a weary night  
But a few short months ago.  
Bull's wool and oakum and shoddy stuff  
You've never been known to wear;  
Although you preach "Those in garments rough  
Eternal joys shall share."

What a glorious time we shall find above  
To repay us for suffering here;  
Up in beggars' row, where all is love,  
If your sermons are sincere!  
Whilst you'll be down amongst the rich and great,  
In the gloom of endless night.  
Arrah, father dear, "will you hould yer prate,"  
Old women are all you fright.

While the demon Doubt in my brain holds sway,  
I must kick like a Texan steer;  
And he reigns supreme in my head to-day,  
Without ever a thought of fear.  
If you'd only practice the things you preach,  
I would follow you with a will;  
But I want more proof than your flowery speech  
To restrain me from doubting still.

*Shandy Maguire.*

## A RAILWAY SURGEON'S OPINION.

MR. EDITOR:—In the course of a paper read before the Association of Surgeons in the city of Savannah, March 7, 1893, Mr. W. H. Philpot, surgeon for the Central Railroad of Georgia, gave utterance to a sentiment which the great army of maimed and injured railway employes throughout the country will read with interest, if not with indignation; here it is:

Employes, I have thought from examination of some who have been injured, have grown careless and indifferent in the discharge of their duties, at least some of them; all perhaps for the sole object of being injured slightly, not terribly or seriously, but just enough to obtain damages or an increase of pay, or maybe a life time job. The road's surgeon on being called should if possible ascertain the circumstances attending the accident. Is he a car coupler and did he perform the duty as per instructions? Having a finger or two injured requiring amputation is somewhat suspicious, like a soldier (not a good one) who presents to the surgeon while the battle rages a powder burnt hand and one finger shot off. Then injuries to the road's employes are to be examined with suspicious carefulness when the wounds upon the hands or feet are not of a very serious nature, for it may be that the injury was intended or provoked.

That's a mighty interesting, sentiment, isn't it? Especially when we consider that it was delivered in the course of a public address, before a body of men whose duty is to alleviate the pangs of suffering, as far as may be, and to heal the injured.

I have always supposed that it was the duty of a railway surgeon to administer treatment to the injured, without in any way troubling himself as to how the injury occurred, but it seems this is all a mistake. "The road's surgeon on being called should if possible ascertain the circumstances attending the accident." In other words the road's surgeon should assume judicial functions instead of remedial ones.

"Is he a car coupler and did he perform the duty as per instructions?" It is hard to understand just why a surgeon's performance of duty should be in any way influenced by the fact of whether an injury is contracted while working "per instructions," or in opposition to instructions. It seems to me that a surgeon's duty ends when he has given all possible attention to the person injured; the well paid corporation attorney may be relied upon to fully protect the company's interests, and you may be sure that he will strain a point or two to show that the injured person was not working "per instructions," if it shall appear necessary to do so. It would indeed be cause for hearty congratulation if it could be shown that even a tithe of the injuries which daily occur, would have been avoided by working "per instructions;" but it is impossible to show any thing of the kind, for the simple reason that the instructions issued with the ostensible object of protecting the employe against injury as far as may be, are never calculated to be carried out in practice, but are issued merely with

the object of protecting the company's interest.

The employe who should attempt to carry out the laudable design of working "per instructions" would soon find himself minus a job; and if the attempt to work "per instructions" should become universal, the efficiency of the roads would become so greatly impaired that a new code of instructions would become a necessity in order to come any where near being able to handle the traffic with the present force of employes. These facts are well understood, both by employes and employers; manifestly they are facts with which the railway surgeon has nothing to do, he is not even expected to pass an opinion, in a court of law, as to whether an injury might have been avoided had the injured party worked "per instructions;" all he is expected to do is to testify as to the nature and extent of the injury, in order that the court may equitably adjudicate the amount of the damages, should damages be allowed.

But the inhumanity of Mr. Philpot, and his supreme contempt for such common people as railway employes, appears in the following sentence, "Having a finger or two injured requiring amputation is somewhat suspicious." The maimed employe who is so fortunate as to escape with but the loss of a finger or two is to be regarded with suspicion, as if he were a criminal attempting to perpetrate a deliberate swindle upon his employers; it would be interesting to know just where this Mr. Philpot would establish the line of demarkation between those who should be regarded with suspicion as swindlers and those who should be treated without suspicion as honest men. Would the loss of one finger or two fingers place a man under the ban of suspicion as a swindler, and the loss of three fingers be regarded without suspicion? Or would it require the loss of four fingers or maybe an entire hand to establish a man's reputation for honesty? Mr. Philpot should clear up this point; for, since the subject has been introduced by this doctor who knows so much, railway employes have a right to know the exact light in which they are to be regarded when they are so unfortunate as to be maimed or injured.

But it is when we come to consider the motives which this learned doctor enumerates as being sufficient to induce railway employes to play the role of swindlers, by means of self-inflicted injuries, that the bitter irony of the whole thing, and the gross ignorance of this knight of the scalpel, becomes apparent.

There is not the slightest evidence to show that railway employes are so uniformly victorious in their attempts to obtain damages for injuries received as to constitute a motive for attempting to perpetrate a swindle of this description. On the contrary, the diffi-

culty of obtaining damages even when the employe has all the weight of evidence in his favor is well understood, and this difficulty is sufficient to deter the great majority from making any attempt to obtain damages, when by every sentiment of justice and humanity, they are clearly entitled to them. That the co-employe iniquity and the "per instructions" plea are amply sufficient to protect the railway companies in their damage suits with their injured employes, the great army of maimed and injured employes who are dragging out the remnant of a miserable existence, burdens to themselves and, in many instances, burdens to the community of which they are members, are but too well aware. The hope of obtaining damages is not a sufficient motive to induce any man of intelligence to inflict injury upon himself.

The "increase of pay" motive may be dismissed with very few words: railway companies, in common with all other employers, pay their employes wages which are calculated to be commensurate with the responsibilities of the position which they fill: the man who cannot fill a position acceptably does not get the pay attached to it, irrespective of whether he has been injured in the service or not. It would be interesting to know just how Mr. Philpot would go to work to prove that an injury to a man fitted him to fill a position of increased responsibility, which he must do in order to show that the motive of "increase of pay" is adequate to produce the results ascribed to it. I venture to say that the number of railway employes who are now obtaining an increase of pay, as the direct result of injuries sustained in the service, is so miserably small as but to accentuate Mr. Philpot's entire ignorance of what he is talking about. As to the lifetime jobs which come to the employes as the result of injuries, I would wish Mr. Philpot condemned to no worse fate than that of being compelled to fill one of them; railway employes well know the dreary monotony, the utter hopelessness which enters the life of the injured employe who is condemned to fill one of those lifetime jobs.

But the grotesque absurdity of Mr. Philpot's insinuations becomes apparent when we consider that they were intended to have a juridical bearing. Is there a surgeon upon the face of the earth who could go into a court of law and declare it as his deliberate judgment that an injury was self-inflicted, without committing perjury? Is there any man who could honestly give such evidence unless he was an actual spectator of the accident, and even then must not the injury be so palpably and deliberately self-inflicted as to remove all doubt in the matter, before such evidence is admissible? That the surgeon who is called to treat an injured employe should be competent to give such evidence, presupposes, in the surgeon, a knowl-

edge of conditions and circumstances which even experts in the business do not possess, and which, in the very nature of things, they cannot possess. The question is one which may not be decided by simply ascertaining whether or not the injured party was working "per instructions." Mr. Philpot should look in some other direction to protect his employers from fraud as, manifestly, in this direction he is far beyond his depth.

*W. P. Borland.*

#### A HOME FOR DISABLED FIREMEN.

MR. EDITOR:—I wish to offer a suggestion to the Brotherhood, through our MAGAZINE, concerning a home for disabled firemen, and I hope my suggestion will receive earnest consideration. According to the report of our third biennial convention, we had a total membership to August, 1892, of 26,223. Now, instead of every member receiving his MAGAZINE free, let him pay \$1 per year for it, the proceeds to go towards building a home for firemen who have become disabled while in discharge of their duty. I do not believe there is a brotherhood fireman in the United States who would object to paying \$1 for the first year towards the erection of a building for such a purpose, and, in all probability, a less sum than \$1 would suffice after the first year. There are many firemen who have good homes to go to; and, should an accident overtake them, they have relatives who would look out for their support. But there are many who have no homes to go to and it is to these that this letter is especially directed. I believe that the B. L. F. could build a magnificent home in some part of the United States, which would be a monument to the city in which it was located, as well as a credit to our noble organization.

Let us say there is a home already established; as firemen are sent there, after becoming disabled, their payments towards keeping up the home would cease; but the firemen who take their places on the road would then be paying for the disabled brothers; and, as the Brotherhood is getting stronger every day, (which means more money for the home), there would never be any deficiency in the yearly amount for its maintenance. Probably, after the first year or two after the home was built, we might be able to reduce the yearly payment from one dollar to seventy-five cents, or even less than that, as our membership increases. We might be able to build a home in some city where the citizens would donate a site, or grant us exemption from taxation for a certain length of time, as the money left in a city from such an institution would more than repay them for all the ground we would need. As I think this question is an important one, I hope to receive the views of many readers of the MAGAZINE upon my suggestion.

*Walter C. Garaghty.*

# GRAND LODGE.



## ASSESSMENT NOTICE FOR JUNE.

OFFICE OF THE GRAND LODGE, B. of L. F.,  
TERRE HAUTE, IND., June 1, 1898. }

ASSESSMENT No. 88, \$2.00.

### To Receivers of Subordinate Lodges:

**SIRS AND BROTHERS:**—You are hereby notified of the death and disability of the following members entitled to all the benefits of the order, viz:

**CLAIM NO. 966.** Joseph H. Witte, of Industrial Lodge No. 21, died from injuries received in Railway Accident, January 19, 1898.

**CLAIM NO. 967.** Herbert Englebert, of D. J. Chase Lodge No. 259 was declared totally disabled by Loss of Foot, January 21, 1898.

**CLAIM NO. 968.** Frederick W. Clark, of Green Mountain Lodge No. 301, was killed in a Wreck, February 27, 1898.

**CLAIM NO. 969.** Jno. F. Condon, of Safety Lodge No. 142, died of Pulmonary Phthisis, March 3, 1898.

**CLAIM NO. 970.** Hezekiah H. Hawk, of Oriole Lodge No. 214, was killed by Explosion of Boiler, March 7, 1898.

**CLAIM NO. 971.** Walter B. Whittemore, of Minneapolis Lodge No. 270, was killed in a Wreck, March 11, 1898.

**CLAIM NO. 972.** J. E. Howard, of Minnehaha Lodge No. 61, was killed in a Railway Accident, March 11, 1898.

**CLAIM NO. 973.** J. W. Gates, of Sacramento Lodge No. 58, died of Pulmonary Consumption, March 14, 1898.

**CLAIM NO. 974.** Marshall Koon, of Eel River Lodge No. 164, was killed by Railway Accident, March 14, 1898.

**CLAIM NO. 975.** David Liddell, of Standard Lodge No. 158, was declared totally disabled by Spinal Meningitis, March 23, 1898.

**CLAIM NO. 976.** Frank Estell, of Monte Sano Lodge No. 279, died of Typhoid Fever, March 31, 1898.

**CLAIM NO. 977.** Michael Moriarity, of Saginaw Valley Lodge No. 286, was declared totally disabled by Anchylosis of Metatarsal Joint, March 31, 1898.

**CLAIM NO. 978.** Edward Gilligan, of Falls City Lodge No. 103, died of Acute Bronchitis, March 31, 1898.

**CLAIM NO. 979.** J. R. Hambley, of Crystal Lodge No. 408, was killed in a Collision, April 3, 1898.

**CLAIM NO. 980.** W. H. B. Blake, of Vigilant Lodge No. 498, was killed by Falling from Engine, April 3, 1898.

**CLAIM NO. 981.** H. E. Woods, of Crystal Lodge No. 408, was killed in a Collision, April 3, 1898.

**CLAIM NO. 982.** Alfred Fredericks, of Red River Lodge No. 8, was killed by Explosion of Boiler, April 3, 1898.

**CLAIM NO. 983.** William C. Gibson, of Provident Lodge No. 220, died of Typhoid Fever, April 5, 1898.

**CLAIM NO. 984.** John Hans, of J. B. Maynard Lodge No. 198, was Scalded to Death, April 5, 1898.

**CLAIM NO. 985.** Albert Burgess, of Justice Lodge No. 357, was declared totally disabled by Loss of Hand, April 7, 1898.

**CLAIM NO. 986.** William McFadden, of Diamond Lodge, No. 417, died of Pleuro Pneumonia, April 13, 1898.

**CLAIM NO. 987.** Ira Gliff, of Evening Star Lodge No. 112, was Run Over and Killed, April 14, 1898.

**CLAIM NO. 988.** Frank D. Rennie, of Metropolitan Lodge, No. 363, died of Pneumonia, April 18, 1898.

**CLAIM NO. 989.** William M. Wright, of Rose City Lodge, No. 45, died of Emphysema, April 19, 1898.

**CLAIM NO. 990.** James Conklin, of J. J. Manning Lodge, No. 472, died of Internal Hemorrhage, April 24, 1898.

**CLAIM NO. 991.** Thomas O. Berringer, of McKeen Lodge, No. 154, was declared totally disabled by Paralysis, May 3, 1898.

An assessment of **TWO DOLLARS (\$2.00)** has been levied for the payment of the above claims, and you are required to forward said amount for *each member* whose name appears on the rolls of membership **MAY 31st, 1898**, (also for all members having taken a withdrawal (limited or final) *after MAY 1st*, and for all members who died or were totally disabled since that date), said remittance to reach the Grand Lodge not later than **JUNE 20th, 1898**, as provided by Section 50 of the Constitution. Any lodge failing to make returns as above provided will stand suspended from all the benefits of the order, as per Section 52 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

## BENEFICIARY STATEMENT.

OFFICE OF GRAND SECRETARY AND TREASURER, }  
TERRE HAUTE, IND., May 1, 1893. }

## To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of April, 1893:

## RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1		72		143		214		285		356	
2		73		144		215		286		357	
3		74		145		216		287		358	
4		75	\$238	146		217		288		359	
5		76		147		218		289		360	
6		77		148		219		290	\$24	361	
7		78		149		220		291		362	
8		79		150		221		292		363	
9		80		151		222		293		364	
10		81		152		223		294		365	
11		82		153		224		295		366	
12		83		154		225		296		367	
13		84		155		226		297		368	
14		85		156		227		298		369	
15		86		157		228		299		370	
16		87		158		229		300		371	
17		88		159		230		301		372	
18		89		160		231		302		373	
19		90		161		232		303		374	
20		91		162		233		304		375	
21		92		163		234		305		376	
22		93		164		235		306		377	
23		94		165		236		307		378	
24		95		166		237		308	66	379	
25		96		167		238		309		380	
26		97		168		239		310		381	
27		98		169		240		311		382	
28	\$130	99		170		241		312		383	
29		100		171		242		313		384	
30		101		172		243		314		385	
31		102		173		244		315		386	
32		103		174		245		316		387	
33		104		175		246		317		388	
34		105		176		247		318		389	
35		106		177	\$78	248		319		390	
36		107		178		249		320		391	
37		108		179		250		321		392	
38		109		180		251		322		393	
39		110		181		252		323		394	
40		111		182		253		324		395	
41		112		183		254		325		396	
42		113		184		255		326		397	
43		114		185		256		327		398	
44	186	115		186		257		328		399	
45		116		187		258		329		400	
46		117		188		259		330		401	
47		118		189		260		331		402	
48		119		190		261		332		403	
49		120		191		262		333		404	
50	286	121		192		263		334		405	
51		122		193		264		335		406	
52		123		194		265		336		407	
53		124		195		266		337		408	
54		125		196		267		338		409	
55		126		197		268		339		410	
56		127		198		269		340		411	
57		128		199		270		341		412	
58		129		200		271		342		413	
59		130		201		272		343		414	
60		131		202		273		344		415	
61		132		203		274		345		416	
62		133		204		275		346		417	
63		134		205		276		347		418	
64		135		206		277		348		419	
65		136		207		278		349		420	
66		137		208		279		350		421	
67		138		209		280		351		422	
68		139		210		281		352		423	
69		140		211		282		353		424	
70		141		212	72	283		354		425	
71		142		213		284		355		426	

## RECEIPTS—Continued.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
427		440		453		466		479	
428		441	\$68	454		467		480	
429		442		455		468		481	
430		443		456		469		482	
431		444		457		470		483	
432		445		458		471		484	
433		446		459		472	\$174	485	
434		447		460		473		486	
435		448		461		474		487	
436		449		462		475		488	
437	\$38	450		463		476		489	
438		451		464		477		490	
439		452		465		478		491	

Balance on hand April 1, 1893 . . . . . \$39,299 75  
Received during month . . . . . 1,360 00

Total . . . . . \$40,659 75

Balance on hand May 1, 1893 . . . . . \$40,659 75

Respectfully submitted,  
F. W. ARNOLD.

## REDUCED TO \$1.00.

We have on hand a supply of bound volumes of the MAGAZINE for the year 1891.

The volumes are artistically bound in a way to withstand wear, and we need not say are intrinsically valuable, containing as they do, a wide range of topics on subjects well calculated to interest the general reader, as well as those who are the students of labor problems.

In this connection we suggest that these bound volumes of the MAGAZINE would be a valuable present on birthday occasions, or as tokens of remembrance, to be presented at any time, and as the price has been reduced to \$1.00 we shall hope to receive sufficient orders to reduce the supply, since no fireman's library would be complete without one.

By addressing LOCOMOTIVE FIREMEN'S MAGAZINE, Terre Haute, Indiana, orders will be promptly filled. Cash must accompany each order.

## JENNESS MILLER ILLUSTRATED MONTHLY.

The May number of Jenness Miller Illustrated Monthly devotes considerable space to short stories. Countess Annie de Montaigne has an elaborate article on "The Rose Gardens of the World." "Happiness in Childhood," "Under our Evening Lamp," "Latest Fashions," "Woman's Future," by Lady Florence Dixie, "Jenny Lind's First Music Lesson," "How Women maybe Wanted" and "Girls of Yesterday and To day," are some of the other attractive features. It may be said that the Magazine is quite up to its usual standard of excellence. Useful articles of genuine value are given as premiums to new subscribers. Sample copy 10 cents. Price \$1.00 a year; published by Jenness Miller Co., 927 Broadway, New York City.

THE deepest well in Europe has an experimental boring made at Schladebach, Germany, in the prosecution of some geological researches. This boring has reached a depth of 5,715 feet, over a mile, but the results so far obtained have not been important.—*Railroad and Engineering Journal.*

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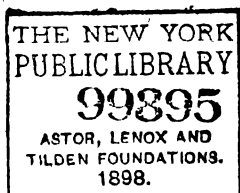
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# LOCOMOTIVE FIREMEN'S MAGAZINE.

JULY, 1893.

## EDITORIAL.

### A RAILWAY PARTY IN POLITICS.

The caption of this article is reproduced from the May number of the *North American Review*, it being the caption of an article written by Harry P. Robinson, president of the *Railway Age and Northwestern Railroader*.

Mr. Robinson seeks to show that in several states the organization of railway employes' clubs constitute nucleuses of a railway party in politics—as, for instance, in Minnesota, Kansas, Nebraska, Missouri and Texas. Mr. Robinson places the number of railway employes in the United States at 800,000, and estimates in the states named there are from 15,000 to 30,000 railway employes, or an average of 22,500 in each, which would give a total, for the five states named, of 112,500 employes.

Mr. Robinson is evidently in favor of the organization of a railway party in politics, as will readily be seen by the following rosy outlook. He says:

It is easy to see how much strength such a party, if formed, would possess. According to the reports of the interstate commerce commission, there were in the immediate employ of the railways of the United States, a year and a half ago, 749,301 men, or nearly all, voters—which number has now, it may be assumed, been increased to about 800,000. There are, in addition, about one million and a quarter share holders in the railway properties of the country; and in other trades and industries immediately dependent upon the railways for their support, there are estimated to be engaged, as principals or employes, over one million voters more. These three classes, united, would give at once a massed voting strength of some three millions of voters. There are also, in the smaller towns especially, and at points where railway shops are located, all over the country, a number of persons, small tradesmen, boarding house keepers, etc., who are dependent for their livelihood on the patronage of railway employes, and whose vote could unquestionably be cast in harmony with any concerted employes' movement. Moreover, unlike most new parties, this party would be at no loss for the sinews of war or for the means of organization.



The men whom it would include form even now almost a disciplined army. With them co-operation is already a habit, while the financial backing and the commercial and political strength of which the party would find itself possessed from its birth would be practically unlimited.

We do not remember to have seen anywhere in print such a glowing description of a vagary, unless, perhaps, a parallel could be found in some narrative of the Keeley motor, or of some "salted" diamond mine. The writer, to put it mildly, does not understand the intellectual status of the great body of railway employes, the army of 800,000. The intimation that they can, to any considerable per cent., be sufficiently degraded to be marshaled under a political flag to promote stock and bond watering by railroad corporations, is calculated to excite universal laughter, a succession of ha ha's and guffaws in comparison with which a fusillade of champagne corks at a Vanderbilt dinner would be as the chirp of a cricket compared with a discharge of the great Krupp gun.

It is not to be denied that some employes of railways, as well as some editors, and some shopmen and boarding-house keepers, would join "A Railway Party in Politics." Bread and butter has its votaries in this degenerate age, and the worshipers of the railway-pass god could be easily induced to join the party. Numerous lawyers and divines could be *roped* in—creatures in human form who have an exhaustless supply of apostacy for every dollar or dime dropped into their itching palms, the hinges of whose knees are always lubricated and ready to crook at the nod of the fellow who has got the dollar.

Notwithstanding the extraordinary elements of strength the new party would possess at its birth, the "practically unlimited financial backing," the writer is of the opinion that there exists no "immediate probability" of the formation of such a party. A "corporation" party in politics would be just a little too heavy to swim; it would sink with all on board—employes, stockholders, bondholders, boarding house keepers, captain and cook, would all go down together.

The reasons set forth for the organization of "A Railway Party in Politics" are almost as clear as mud. The people, it is intimated, particularly the farmers, are robbing the railroads to an extent that bankruptcy has already come to many roads, and is forever confronting the remainder; all are to be engulfed in disaster by the farmers, who simply demand such rates of transportation as will leave them a little corn bread and pork upon which to subsist. The writer, to whom we are directing attention, says: "But it is possible that all of the capital stock of these lines—one-third of the railway mileage of the country—is water." Yes, more than one-third of the \$10,000,000,000 or \$11,000,000,000 is water—not a cent less than \$4,000,000,000, and the figures are conservative—and upon this vast sum of *fraud*, the mention of which startles the civilized world, the railroads of the country are trying to collect dividends—a fact about which there is no controversy, and because farmers protest and are unwilling to be robbed, the suggestion is made by Mr. Robinson that "A Railway Party in Politics," made up chiefly of railway employes, would be just the thing to enable the railroads to collect dividends

on water, because, by so doing, the roads could pay better wages. But would it not be more in consonance with good government and good politics, of right and justice, to cease collecting dividends on at least \$4,000,000,000 of water, and with the sum thus saved pay the employes better wages?

In discussing railways in politics, it is eminently proper to indicate why laws have been enacted touching directly or remotely railroad affairs. Such meddling of law makers could not have occurred unless there had been a loud and a long demand for it. A man who has a right to speak out upon the subject? The answer might be, and very properly, too, any citizen who feels himself aggrieved. It so happens that a very distinguished U. S. senator, Mr. Cullom, of Illinois, is conspicuous in giving the country to understand why congress passed the interstate commerce law, in a communication to the *Railway Age*, April 14th. The act in question was passed by congress in 1887, and it required eleven years of ceaseless battling to place it upon the statute books of the nation. Referring to the fact, Mr. Cullom says:

All fair-minded men will agree that the condition of affairs in this country in connection with the operation of railroads as common carriers prior to the passage of the interstate commerce act necessitated the exercise by congress of constitutional power by enacting legislation for the "regulation of commerce among the several states."

The passage of the act of 1887 encountered stubborn opposition, and its enforcement has been exceedingly difficult. The greed for money and the determination to secure it, impel men operating railroads and those dealing with them to seek an advantage over others in competition with them to the extent even of violating the plain letter of the law and taking the chances of a fine and imprisonment.

Here the declaration is made that the railroads forced the legislation upon the country by discreditable conduct and dishonest dealings with the people. And he adds:

The world soon forgets past conditions. Doubtless few now remember the utter disregard by the common carriers of the country (I speak especially of railroads) of the common rules of fair dealing with those engaged in shipping, or with localities, prior to the passage of the interstate commerce act. Extortion was practiced at non-competing points; unjust discriminations were practiced by all manner of devices—special rates, rebates, drawbacks; and concessions were given which enriched favored shippers and bankrupted their neighbors. Men engaged as presidents, managers and superintendents of railroads used their positions to amass fortunes for themselves in utter disregard of the public interest. Many of them seemed to know no law; they were a law unto themselves. A patient people finally determined to endure no longer such a condition. State legislatures and finally congress, as a result, adopted the policy of regulation.

The arraignment is simply terrible, and what Senator Cullom says, relating to the necessity for passing the interstate commerce law, is equally true, as a reason why states have interfered to protect their citizens.

With these facts in full view, why should railway employes organize a political party in the interest of railway corporations? What

wisdom is there in such a movement any more than there would be in a trust party in politics, or a monopoly party in politics?

The American people, and none more so than railway employes, want honesty in politics and in business. They suffer much and suffer long, but when fully aroused they enter the domain of rascaldom and cleanse it. The people are honest. As for the corporations, let Senator Cullom be heard.

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## THE LABOR PROBLEM.

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We doubt if there is any problem presented for solution, in this problem solving age, that attracts so much attention as the labor problem. There is a large army of problem solvers engaged upon it, some of whom are learned in all the sciences and economics. Such men would solve labor problems by methods, the maturity of which would require centuries of education. Some of these labor problem solvers, without learning in a scholastic sense, seek to be practical, but are forever weakening their cause by contentions about moral and social elevation; others, again, are vagarists, who write and talk at random, and the more they strive to solve labor problems, the less they are solved, while a few catch on to the fundamental idea, and work toward practical results.

In the *North American Review* for January, Mr. David Dudley Field and Mr. Oran B. Taft discuss "Industrial Co-operation" and "Labor Organizations in Law" to find a solution of the labor problem.

Mr. Field, as far back as 1885, says he suggested co-operation as a "feasible scheme for reconciling capital and labor"—when neither in 1885, nor before nor since that date has there been any trouble between labor and capital, and the statement which Mr. Field makes, exhibits him at the outset as an ignoramus. Labor has never had any controversy with capital. It does not fight money or capital in any form. Its controversy has always been with capitalists, a vital distinction to be kept in view when men seek to solve labor problems.

Mr. Field has come to the conclusion that since 1885, when he started out to solve the labor problem, very little headway has been made; on the contrary, he is of the opinion there is now displayed greater antagonism between capital and labor than ever. This condition he finds it difficult to explain, since, during the period designated, men have improved in intelligence. Mr. Field thereupon proceeds to explain, and assumes that his panacea, co-operation, has not been adopted because the "workmen themselves resort to violence and annoyance in order to gain their ends." Mr. Field has a holy horror of "violence" and "annoyance" on the part of workmen, but he has no words of condemnation for capitalists whose outrageous

acts provoke violence or annoyance, and he says "rare must be the occasions in any civilized country that can serve a wise purpose in the redress of wrongs."

In this connection it is eminently worth while to refer to the acts of capitalists in dealing with workmen, which, in numerous instances, are both violent and annoying, and which crush workmen without the slightest appearance of physical force. They kill or reduce to beggary and degradation while the authors of the calamities smile with the blandness of a pirate who makes his victim "walk a plank" and submit to the mercies of the deep sea.

For instance, the capitalist, who has men in his employ, say one hundred, receiving on an average \$2.00 a day, issues an order to reduce wages 25 per cent, or 50 cents a day. The capitalist makes no demonstration of violence; he beats no drum; he fires no cannon. He is less demonstrative than the reptile that rattles before it strikes. And yet, his order is the climax of violence. It is a movement akin to highway robbery. It forces conditions upon workmen, of penury and its attendant evils as certainly as if it had been done with shotged guns. It is violence and annoyance combined. The capitalist robs his workmen of \$50 a day, or for 300 days, \$15,000. The workmen to resist this robbery are at once denounced as violent and annoying but as in the case of Mr. Field's plea not a word is said of the capitalist who perpetrated the wrong, and the incident is characterized as "trouble between capital and labor," when it is simply an effort on the part of workmen to resist robbery.

After all, what is this hullabaloo about "co-operation." What is co-operation? Webster says "co-operation is the act of operating together to one end: concurrent effort or labor," hence all industries now going forward are co-operative and cannot be otherwise. Mr. Field, manifestly uses a term "industrial co-operation" in a way to exhibit his ignorance, he means doubtless "profit sharing," or a joint stock concern, in which labor is made capital. He says;

Let us imagine such an establishment as I suggest. Suppose a factory to be chartered, with a capital of a million of dollars divided into two hundred thousand shares of five dollars each, three-fifths of them to be payable in cash or property, as at present, and two-fifths in prospective labor; the former to be invested in land, buildings, machinery, and whatever else may be necessary for such an undertaking, and the latter reserved for such workmen as may be taken into the concern; the skilled workmen to be allowed wages, say, for illustration, at the highest rates of the market, four dollars a day or more, and the unskilled, two dollars a day, and each one to be registered for four hundred shares. If the earnings were six per cent. on the capital, each skilled workman would be credited in twelve months, that is to say for 300 days' work, with \$1,200 for wages and \$120 for profit. Deducting \$500 for his supplies, including food, clothing, and lodging, there would be left to his credit at the end of the year \$820. which would pay for a hundred and sixty-four shares of the stock. He would then have had his living and become the owner of a hundred and sixty-four shares of the company. In the next year he would acquire a hundred and sixty-four additional shares, and in less than three years would have more than paid for all the four hundred. The rate of wages, the supplies furnished, the admission and dismissal of share-workers, and the discipline of the establishment should be vested in all the shareholders, actual or expectant, while the financial department, and the purchases and sales, should be in the hands of the

cash or property shareholders. Capital and labor would thus be brought into closer communion, and made to lean on each other. To this end the requirement of a cash or property capital would be in part dispensed with, and instead of it an obligation to labor accepted. The share-workman must have the means of living while he is earning the price of his shares. He must be enabled to live as cheaply as possible, by having his supplies furnished at the lowest price. He must have fair wages, and withal reasonable maintenance, and the prospect of bettering his condition by becoming a participant in the profits of the combined labor and capital. But all concerned should have power of superintending the conduct of the workmen, choosing between applicants and dismissing the idle or incompetent, recompensing them, of course, for what they have already earned and saved.

Mr. Field, before he outlines his utopian scheme, practical, if at all, in only a few industries, takes occasion to rehash a few strikes on the part of workmen, but in no instance does he take the trouble to depict the outrages on the part of capitalists whose ceaseless outrage upon labor provoked the excesses of which he complains.

This MAGAZINE is no apologist for violence, but it abhors the vulgar cant of capitalistic hypocrites who are forever dilating upon the wrongs, which, as measured by statute laws, labor, now and then perpetrates, but who never denounce the wrongs inflicted by capitalists, which inflame the passions of workingmen. As for instance, Mr. Field refers to the violence at Homestead on the part of workingmen but makes no reference to Frick's infamous employment of armed and trained Pinkertons to kill them, but for which, no violence on the part of workingmen would have occurred. He refers to the Buffalo strike and the burning of cars, but is silent upon the well established fact, that the railroad officials formed an alliance to defeat a statute designed to protect the men the railroad officials had determined to rob of their rights guaranteed by the law. He refers to the outrages perpetrated in Tennessee by coal miners who were being robbed of work and wages by convicts, but has no word of protest against the infamous law which subjected them to poverty and degradation, and in this way, while pretending to plead the cause of labor by discussing a vagary, omits no opportunity to stab labor and to make it despicable in the eyes of the public.

Mr. Oran B. Taft's idea is that the labor problem can be solved by law. He starts out by announcing three general propositions as follows:

1. That there are three interests involved—the commonwealth or social fabric, capital, and labor; that all these are or must be invested with both duties and rights, defined by law both for their defence and as a means of compelling the discharge of responsibilities. Capital has already an existence in the statutes, enabling it to enforce, as well as to defend, its rights. Having such existence it may be compelled to discharge its duties. Labor itself must have a legal standing of like importance, and for the same reasons. The commonwealth has the right to enact any statute restricting organizations that so disturb affairs as to threaten society; it has the duty of providing for, and enforcing as law, the rights and duties belonging to capital and labor in their relations one to the other.

2. All interests involved must reckon upon the expanding and inspiring influence of the American political and social idea: this country began its career by declaring that all men are born equal; there was to be no law save that of

ability and opportunity to stand between what any man has rightfully accomplished and what any other might; it made each man the peer of every other for every lawful personal interest he might have. Under this influence so rapidly have men gone from the employed to the employer that the distinction in rank has almost disappeared.

3. A third fact which must be kept in view is that labor, competent to organize and direct itself, is something more than a commodity; that the nature of both capital and labor is such that neither may safely be regardless of the rights of the other. All capital has its origin in labor. Labor is vitally dependent on capital. To treat labor as a thing to be bought in the cheapest market, is to treat it as a commodity and not as a man. The public, the commonwealth, sees in this labor a citizen in whom it has a valid interest, and whatever unmans him is inimical to capital itself, to labor and to the commonwealth.

Having formulated his propositions, Mr. Taft proceeds to show how capital and labor can be made equally amenable to law; how "organized labor is to take its place in law and the courts by the side of, and be the equal of capital." Mr. Oran B. Taft is, we apprehend, a lawyer who wants to solve the labor problem. He pleads the cause of labor with immense fervor. He don't want labor treated "as a thing to be bought in the cheapest market" because that would be to "treat it as a commodity and not as a man." He thinks "the public, the commonwealth sees in this labor a citizen in whom it has a valid interest," and therefore, we surmise, Mr. Taft is lying awake of nights to discover a way to solve the labor problem and evidently he believes he has made the discovery.

His idea is to get this man, the citizen labor, organized under the law; each organization to represent a certain craft. This organization or corporation to be capable in law of suing and being sued, to have and use a common seal and have a board of managers with power to make contracts involving the time, wages and labor of all or any portion of its members. In a word the board of managers of the labor organization is to have the power to hire out the members, regulate time and wages, or to make contracts which would be binding upon the organization. This done the "man" or "citizen" capital would at once be on a par with money capital. As matters now stand, only money capital is responsible. A failure on the part of the capitalist to fulfill a contract may lead to the confiscation of his capital, and Mr. Taft wants to solve the labor problem by placing the "man" and "citizen" labor so that if it fails to perform its contracts, it too may be confiscated by imprisonment. He sets forth his ideas as follows:

I. That it will not do for labor to have reason to believe capital has a more solid standing in law than labor.

II. But capital has a more valid existence so far as statutes and courts are concerned, because in making contracts with labor, it has such possessions as may be reached by law in case of failure to execute its contracts.

III. It obtains this position of power in law, only by having made the concession of an unrestricted liberty with its own capital after having failed to perform its obligation recognized by law. For a standing place in the law, under a commonwealth stronger than all parties to any contract, capital voluntarily permits itself to be sued, to be annulled, to lose the right to do business, to be confiscated, if needs be, to make good its contracts.

IV. The anomaly and weakness of the social order with labor not a like

factor in law, is, that only one party in a contract made between capital and labor is in any valid way liable to suffer a penalty, in the form of damages for non-performance. There is nothing in the laborer until he becomes in some sense a capitalist to make him a valid person in the courts; until then he has no right to ask the commonwealth to inflict penalty upon capital since he has no capital of his own to be confiscated in a similar case.

V. A law ought to be made which would recognize the facts. The facts are, that the laborer is a capitalist, his capital is his own person—himself. In a contract he offers on his part himself to do a certain amount of labor.

VI. The laborer who enters into a contract with capital will not occupy the same standing place in common justice and law until, according to statute, it cedes to the same third party, the commonwealth, as representative of the public and social order, the full power in the same certain case to restrict it, to confiscate it. It must be legal for the commonwealth to confiscate capital, as it is; and for the same government, in the same interests to imprison labor, unless it shall offer a money equivalent, whenever the possibility of fulfilling contract is frustrated voluntarily.

Here is the latest solution of the labor problem that has come under our observation. It redeems labor from the degradation of a "commodity" and gives it the dignity of money. It can sue and be sued, just like a capitalist; and as the money of the capitalist can be confiscated, to make things equal Mr. Taft would confiscate by imprisoning the laborers.

To illustrate Mr. Taft's method of solving the labor problem, and bringing about an exact equality of capital and labor in the courts, he would have an organization, say of Locomotive Firemen, incorporated under the law, with seal, manager, etc. A railroad manager wants, say, one hundred firemen. In that case he goes to the manager of the firemen's corporation, states his case, makes the contract relating to work, wages, hours of labor, etc. The contract is mutually binding, and being made in conformity with the statute, which makes capital and labor, or, more properly, money capital and "man" and "citizen" capital equal in law and in the courts, the one hundred firemen take their places on the engines of the road. Very soon thereafter the railroad corporation violates its contract with the manager of the firemen's corporation. Suit is commenced to enforce the contract; judgment is awarded for damages, say for \$5,000. The railroad, to satisfy the claim, hands over to the sheriff one or two old engines and tells him to "sell and make his money."

That is one side of the Taft method of solving the labor problem. Let us look at the other side of the problem.

It is found, we will assume, that the manager of the firemen's corporation, for some cause, fails to carry out his contract; suit is brought by the railroad, judgment obtained against the firemen's corporation for breach of contract, say, for \$5,000. Now, then if the manager of the firemen's corporation has \$5,000 cash, to hand over to the railroad, everything will be lovely, if not, then the law provides for the arrest and imprisonment of the one hundred firemen. The "man," the "citizen" labor, for which Mr. Taft feels so much solicitude, is at once confiscated, imprisoned, while the railroad magnates escape by turning out a couple of old scrap heap en-



gines. Never a capitalist goes to prison, only the workingman is guilty of felony if he violates a contract.

It is such vicious "damphoolism" as Josh Billings would say, that is constantly finding its way into print in first-class publications, written by men who are parasites of capitalists—men whose regard for labor is that which a hungry wolf has for a fat lamb.

Messrs. Field and Taft constitute a brace of writers, who, while professing to be earnestly seeking to solve labor problems, would do it in a way to reduce labor to a condition of vassalage to capitalists in defiance of every ennobling aspiration.

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## A RAILROAD MASTER MECHANIC AND HARVARD UNIVERSITY.

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Harvard University is the oldest college or university in the United States, having been founded in 1638, while Yale College was not established until the year 1700.

Harvard College is an immensely rich and aristocratic institution, having been endowed by the state and by individuals from time to time during a period of 255 years.

Harvard is not known as a poor boys' school, the sons of working men do not call it their *alma mater*. Edward Atkinson, the inventor of the Aladdin oven was not educated at Harvard, but he has made enough money, by the discovery that a Yankee workingman can obtain a square meal for 3 cents, to enable him to educate his boys at Harvard.

For some time it was whispered around that some millionaire had bequeathed to Harvard University the princely sum of \$2,000,000, which completely laid in the shade Rockefeller's gift to the Baptist University at Chicago. But who it was that had added such vast wealth to Harvard's plethoric purse, no one could guess; in due time, however, it "leaked out," and it was ascertained that the donor was one Gordon McKay, but, except in a limited circle, no one had ever heard of the millionaire and when all the facts relating to his history were made public, it was learned that Gordon McKay started out in life to learn the trade of a machinist, "way back in the forties," and in that capacity was first employed by the Boston & Lowell Railroad, and it is said that some of the locomotives which now ply between these cities were designed by him.

Mr. McKay is an inventive genius, a self-made and self-educated man. He was under no obligations to Harvard. It did not look after the interests of machinists, nor have a professor to examine locomotives. It devoted its attention to dead languages, which Charles Francis Adams, who is a graduate of Harvard, says is an in-

jury to men who are to deal with practical affairs, and he does not hesitate to assert that he would have made a better business man, if he had not been a Harvard graduate.

Mr. Gordon McKay, being of an inventive mind, later, invented machines for making shoes, and his success revolutionized the shoe making business. The day the McKay machine began sewing shoes, hand sewing began to disappear and money poured into the inventor's coffers in an ever increasing tide. He suddenly became rich, and as his machines multiplied he grew richer, and every day richer still. No one knows how much Mr. McKay is worth, but that his pile is a big one nobody doubts. Indeed, when a man bestows in one lump \$2,000,000 upon a rich university, though the amount be large, no one will believe it interferes with his ideas of luxury and comfort. The only thing amazing about the matter is, that Mr. McKay seems to have forgotten the "hole of the pit" whence he "was digged" and the "rock" whence he was "hewn," the old days when he was simply a workingman, and when the codfish and mackerel and New England rum aristocrats would not have touched him with a forty foot pole, and when Harvard University would have given him to understand that its curriculum was too much persimmons for him, and that he had better matriculate where the *hazing* would be less severe. Under such circumstances Mr. McKay, had he remembered his working days before he became a royal Yankee by his royalties, he might have looked over the field, and with his \$2,000,000, provided the means for a high grade of mechanical education of men and women and thereby shown himself a philanthropist of a high order. It is possible, however, that, now while traveling in Egypt he poses as a man of learning, and very certain it is that Harvard will confer upon him the title of L. L. D., or create a professorship of Leather Latin, Greek Gaiters, Hebrew High Heels, or Wax and Bristle Philosophy, as a Lasting tribute to one who made it possible for men to make shoes who don't know how.

It may be that Millionaire McKay, as he is exceedingly gallant, though beyond three score, may marry a titled lady before he returns to America and this is all the more probable since his last wife, now living, was a mere youth compared with his years. If such should be the case, he would doubtless make another will, giving Harvard only the luxury of disappointment. Already he has several homes, one in Paris, another in Florence, another in Cambridge, and is now contemplating building another in South Carolina. Should he conclude to marry the Princess Wheelbarrow, or the Duches of Mopobroomstick, or Miss Ladyknowswho, Harvard might wish that a crocodile had passed him through its alimentary canal.

At any rate, it does not appear that he contemplates embalming himself in the affections of Yankee laborers, not even to the extent that Edward Atkinson has won the gratitude of New England workmen and women by inventing an oven which extracts all the juices from shin bones and makes a square meal cost a fraction less than three cents, money of the realm.

## RUSSIANIZING THE UNITED STATES.

A treaty has recently been negotiated between the United States and Russia, and simply awaits the proclamation of the President to become the law in all matters agreed upon by the contracting parties. Treaties, it is known, are compacts concocted in secret. In the United States, where it is published to the world that the government is of the people and by and for the people, the people are not permitted to know anything more of the agreements contained in a treaty, until it becomes the law, than if they were Russian exiles working in a Siberian mine. Fortunately, however, according to the adage that, "murder will out," the people of the United States have managed to learn so much of the treaty, as to create the belief that it places the United States in a position of unqualified shame and humiliation before the whole civilized world.

It so happens that Russia is a despotism, the most cruel, brutal, inhuman, murderous, abominable and infamous upon the face of the earth, and the Emperor "of all the Russias," is the one blood-thirsty monster, who is responsible for all the banishments, murders and tortures inflicted upon Russians, because they dare hope for a change of government, because they ask for liberty, because they demand redress for wrongs, and no sooner is a whisper heard of discontent, than imprisonment, torture, death or exile follows. As a result, certain brave Russians plot the death of the autocrat, or they seek to inaugurate rebellion, they plot to overthrow the government, in doing which, they have the unqualified and enthusiastic approval of ninety-nine hundredths of the people of the United States.

Thousands of these Russian patriots are caught; some are murdered, others tortured, others imprisoned, while a ceaseless tide of others flow towards Siberia to linger out their miserable lives in mines. Some of these patriots escape to the United States and publish to the world the truth regarding Russian despotism. The autocrat of Russia very much desires to put his paws on these patriots now under the jurisdiction of "Old Glory," and surpassing all belief, the United States senate votes that he may do so, and thus make the government of the United States *particeps criminis* to every horror Russia inflicts from murder to exile in crushing out the spirit of liberty among her people. As we write, the treaty is in the hands of President Grover Cleveland: if he does not hold it for modification, so that Russian refugees who have sought asylum here are safe from autocratic atrocities, then Russian detectives will invade our shores and drag away any one whom it may be the Czar's pleasure to murder, torture, imprison or exile. In this connection, says the *Chicago Herald*: "We shall not become blood hounds for any European despotism. We are not going to help despots, no matter who they are or what their past in regard to us, to track fugitives from the knout, the galley chain, the mine or the penal colony

across our free prairies or into the seclusion of the free cities of this Republic. The fundamental blunder in the text of the treaty is that it does not discriminate between political and other offenses. Until that discrimination shall be made, and until the power of testing each case arising under it is vested in our own courts, giving refugees, right of counsel, the treaty with Russia, no matter how satisfactory otherwise, will not be acceptable to the American people. We did not destroy fugitive slave laws on our own soil only to revive their principles for the accommodation of old-world slavers or tyrants. In proposing such a clause as this to us, Russian diplomacy has audaciously asked the United States for a political accommodation that would be scornfully denied to her diplomats by England, as England has denied it for generations to all powers; an accommodation she has no right to expect except from the petty, half-savage, tribal or satrapic communities her bayonets pin down or her gold corrupts in Eastern Europe and Asia. No political partnership with despots!" It is to be hoped that the *Herald* is right, but it all rests with President Cleveland; if he does not crush the infamous treaty then the United States from ocean to ocean becomes a hunting ground for such creatures as the autocrat of Russia may designate to entrap the victims of his wrath.

Should the treaty go into effect, and a Russian official be seen dragging some victim of Russian hate away to the infernal regions under the control of the Czar, it would not be surprising if it were found an exceedingly difficult task. Let it once be understood that the senate of the United States aided by the President has placed such power in the hands of the Russian autocrats and by common consent they would become objects of ineffable scorn and ignominy.

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## THE COLUMBIAN FAIR AND SUNDAY OPENING.

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From the first, as the pages of the MAGAZINE bear testimony, we have advocated the opening of the Columbian Fair on Sundays. Not because we would regard with indifference the desecration of the Sabbath, but rather, because we regard looking upon the beautiful in art as well as in nature, a form of worship entirely devoid of cant and hypocrisy, superior to any worship narrowed by human creeds and dogmas, superior to all forms introduced by base born bigotry in the worship of God, and because the Columbian Fair has for its lofty ideal the education of the nation, of all the millions who may be so fortunate as to visit the Fair, and by the healthful influences it is designed to exert upon the national character.

Steadily, common sense views have gained an ascendancy over narrow prejudices. The drool of bigots, as was expected, could make no headway outside of the ranks of the votaries of vagaries, and fin-

ally the order came to throw wide open the doors of the Columbian Fair, and let the worshipers of the beautiful and the true, kneel at their chosen shrines, and more than 200,000 persons promptly availed themselves of the privilege and on Sunday, May 28th, thronged the Fair grounds.

To those who are not wilfully blind the spectacle must have been in all regards cheering and in the highest degree satisfactory, for it is said that a very large proportion of those who attended the first Sunday opening were workingmen with their wives and children, and it is still further stated that while the Fair grounds were thronged with people, the saloons and other demoralizing resorts, were practically deserted, a condition of things which the advocates of Sunday opening have predicted from the start, and which if injunctions and other obstacles are not thrown in the way, will make the Sundays of the future, while the Fair continues, distinguished for order, sobriety and all things of good report.

As we write, we are not unmindful of the fact that bigotry is still at work, hoping by hook or by crook to accomplish its designs and close the Fair on Sundays, relying upon some sort of a Federal pronouncement which will close the Fair to those who would spend their Sundays in contemplating the ten thousand exhibits, elevating in their educational influences, and force them to spend their Sundays elsewhere to their own incalculable detriment. But we are sanguine that in the final tournament common sense will triumph, and that those who desire to view the Fair on Sundays will not be denied the privilege by a display of ignorance and bigotry worthy only of the dark ages.

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In the opinion of the *New York World* "it is time for robust American common sense, which hates shams, loves truth, respects manhood and holds American wifehood and motherhood in reverent honor, to laugh at the silliness of titled pretense, and to teach girls the plain truth that they degrade and dishonor themselves when they marry disreputable or worthless men in order to gain the privilege of playing princess or my lady in a false and decaying society." All of which is very true, but it is also true that a very large class of "robust Americans" love shams, have little regard for truth, manhood, American wifehood or motherhood; and as wealth increases, its possessors become more and more in alliance with European ideas of aristocracy, and this miserable business is helped along by sham Americans who are sent to aristocratic countries, where many of them make themselves and the country they *misrepresent* contemptible.

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It has just leaked out that during 1891, the United States distilled 117,186,114 gallons of spirits. The bung hole is on top.

STATISTICIAN ADAMS, of the interstate commerce commission, has compiled the earnings of 462 railroads of the United States covering 138,349 operated miles, omitting 37,000 miles of lines operated by companies which did not report. The statement shows that the gross earnings for 1892 amounted to \$951,025,159, an increase over 1891 of \$125,950,303. The net income from operation for 1892, was \$317,334,323, an increase over 1891 of \$43,116,114, and an increase over 1891, per mile, of \$209.

According to the foregoing statement there were in operation 175,349 miles of railroads—the earnings of 138,349 miles being given, or 79 per cent. of the total mileage. The value of the railroads of the country, including water, closely approximates \$10,000,000,000, 79 per cent of which would represent \$7,900,000,000, the net income for 1892 being \$317,334,323, or 4 per cent.—but as at least \$3,160,000,000 of the \$7,900,000,000 is water, and hence a fraud, it is seen at a glance that the railroads robbed the public of \$126,400,000—so glaring has this watering fraud become that Massachusetts is taking steps to crush it if possible. In this connection, it is worth while to remark, if railroad corporations could be compelled to cease robbing the public by levying tribute to pay dividends on water, they could pay their employes better wages and thus put an end to strikes.

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WHEN there is a landslide, or when a rock gets upon the track, there isn't a bit of parleying—the demand is to remove the obstruction. To do this requires physical effort; that supplied, the obstruction disappears. When there is an obstruction on the track Labor organizations have mapped out for themselves to secure advanced positions, physical effort is not required. Then the mind forces of the order are in requisition, and agitation, discussion, unity and harmony are demanded; and with these, though success may be delayed, victory will come at last and it will come to stay.

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THE Baldwin Locomotive works, in their operations, demonstrate the rapid growth of railroads in the United States. The works were established in 1831, and during the following thirty years they turned out 1,000 locomotive. The second thousand was completed in eight years, the third thousand were ready in three years. Then, for eight years, two thousand were built; then a thousand were built in two years, and the next year following one thousand were put on the road, and now the works expect to turn out two thousand locomotives a year. That is what may be called progress.

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IN German festivals, when the order is, "three cheers for the Emperor" any one who doesn't cheer is sent to prison. No wonder 200,000 Germans annually get out of the country.

## CONTRIBUTED.

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### THE RAPID ELIMINATION OF THE MIDDLE CLASS.

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BY MARIE LOUISE.

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Never in the annals of human history was there a time when the people at large was so amply invested with political power and enabled to sway the destinies of the country, as it now is, and has been for these last fifty years. America, first and foremost in liberal institutions, places the power of the ballot in the hands of each male adult. England, since the great victory of the "Reform League" in 1869, has steadily admitted to the franchise a larger and larger portion of the working class. France has manhood suffrage, and all other countries of Europe, except Russia, have the same liberal system of political representation, or something approximate. The natural inference, therefore, would be that the interests of the largest number of voters are catered to and steadily furthered. If there is any truth in the theory of the power of the ballot, a condition of prosperity and individual welfare must have obtained, or if not, why not?

Let every thinking man and woman reason and find out the *why not*; let them discover the cause by which the practical result falls so short of the theoretical speculation. My present object is to deal with conditions as they are, not as they might be.

With labor combinations, boycotts and strikes, with loss of lives and the destruction of public property, with an agitation to restrict immigration, and the desperate efforts of organized labor to oust "scabs" from their bread-earning employment; with an army of unemployed and legions of tramps on the one hand, and multi-millionaires, monopolists, trusts, combines, gigantic corporations centering all commerce in a few enterprises, on the other hand, we behold a middle class assailed from above and from below, tossed, torn and decimated. We may well pause to consider and discuss the forces at work which produce such alarming symptoms.

In a country like America, beautiful beyond the power of description, with a climate delightful and varied, a soil rich and fertile, a wealth of minerals buried in the bosom of the earth, a land of incommensurable natural wealth, which can give abundance to its 65,000,000 inhabitants and even to tens of millions more, how does it happen that newspapers daily record deaths by starvation, and suicides due to incapacity to obtain work and food.

A government of the people, *by* the people, and *for* the people is true to its two first terms, but miserably fails on the third.

Sixty years ago, in the old and the new world, a skilled and



thrifty mechanic had many an opportunity to build up a trade for himself. The second stage of our civilization, that of Democracy, inaugurated by the American Independence and the overthrow of the Feudal System in Europe in 1789, was still in its infancy. One single line divided society into employers of labor and employed.

In the middle of this century, a process of geographical and political centralization in Europe and America began to operate. Bismarck, Mazzini, Napoleon III. and Abraham Lincoln stood as a triumphant negation of *autonomic* liberty, and an affirmation of concentrated political power. At their heels stepped their inevitable shadow, the principle of centralization of wealth and industrial production.

In 1873 the political centralization was achieved, and with a great financial crash, the process of monopolizing land, wealth and natural opportunities set to work with vigor and decision.

In the financial earthquake, thousands of the middle class were hurled into the ranks of the wage laborers, whilst a few ascended to the realm of monopolists and millionaires. That social rent was a second line of division, and once more, as under the Feudal régime, society was composed of three strata: Aristocracy, middle class and wage laborers. This obtained under a democratic government "of the people, by the people and f \* \* \* \* ." Strange phenomenon this! Strange and unprecedented in our civilization!

In 1789 society shook down its upper structure, the effete and cumbrous aristocracy, just as the gardener clips off the withered flower to preserve the sap to the plant. The elimination of the upper part of the social structure in no wise endangered the safety of the rest.

But in our present time the eliminating process is working on the intermediate portion of the edifice, the backbone of the system—the middle class.

Will not the undermined top totter and collapse?

Let no one pass lightly over this most significant fact. Verily, the time has come to look the situation in the face and scrutinize every one of its features. The elimination of the middle class is no trifling occurrence. As it gradually disappears, the place it has occupied becomes a chasm between the millionaires perched on the top of the structure and the swarm of wage workers who stand on the ground. The chasm growing wider and deeper becomes unbridgeable. Can you contemplate the situation without shuddering? This is no pessimistic aberration, no dream after a pork and pie late supper. The thing itself stands naked before our eyes, ominous of calamity.

The corporations, trusts, combines, draw within their octopus tentacles all the wealth, all the machinery, all the land, all the means of labor. No middle-class man can hope to withstand such a powerful competition. Hundreds of that class are ruined daily and descend to the ranks of the wage workers, pressing from the front to the rear and thrusting numbers of unfortunate workmen among the legions of tramps.

All the forces of our present régime are empawned to destroy the average trader and to defeat the efforts of the intelligent working-man to obtain an independent livelihood. Business properties are built and laid out to suit large enterprises and none are within the reach of mediocre means. Wholesale houses sell at double rates—one for the large establishment, another for the small. To the middle-class manufacturer, the raw material for a given article costs as much as does the *same* article *all ready finished* to the millionaire manufacturer.

Press advertisements are beyond the reach of the average trader and are a dead letter for the workingmen save to advertise for a situation of wage earner. A cobbler, or a tailor, or a painter, rooming and working in a tenement house, has no chance of letting the public know of his need of customers. The newspapers refuse to take his *ad* under the head of "situation wanted." He must place it under the head of "business advertisements" and pay thirty-five and forty-five cents a line for each insertion. Leading newspapers send their agents repeated instructions not to receive any *ad* for private labor for the columns of "situation wanted," inserted at five cents a line, but to have them registered under the head of twenty-five cents, and more, a line. The ambitious cobbler, or tailor is unable to pay such rates and is compelled to give up all ideas of building a trade for himself.

The workman out of work and in need, would like to sell a piece of furniture, or of clothing, to procure bread. He might get two or three dollars from a private buyer, but he must advertise his goods. Thirty cents a line (on Sunday 35) for one insertion is asked him. For a sale, repeated insertions are usually needed. Can the poor man afford that outlay? No. Well, he is driven to take his goods to the pawnbroker and is charged interest at the rate of three per cent. *per month*. (We have a law against usury, I am told.)

In a few months the interests have absorbed the value of the article. Or, he calls a second-hand dealer, and that for which a private buyer would have paid three dollars, goes for fifty cents. Pawn-brokers get wealthier and wealthier in direct ratio as the middle-class man becomes wage laborer, the mechanic gets poor and the poor lands into trampdom.

Obviously the whole dead weight of our economic system bears to sink the weak lower and lower and to raise the strong higher and higher.

Apologists of the present régime argue that a middle-class man ousted from his own business and employed in a large company may earn a salary larger than the total sum of his net profits had been.

Admitted. But what does it prove, if not the untenable condition of middle-class commerce? Besides, is it nothing for a man in business to lose the nest he has built with toil, care and anxiety, and go as a hired help in another man's establishment? Not all situations bring a large salary, and those which do, entail on their holders

more worry and general mental misery than persons who have not occupied such posts may know, and those who have, care to acknowledge.

The man who fills a responsible position in our modern business establishment is facing the necessity of stifling his dignity and humane feelings. He finds himself entangled in a net of conspiracies and assailed on all points by his fellow employes. Does he possess eminent mechanical or other knowledge, he is held as a standing menace. Those above him fear him, those below scoff him, all hate him. His value as a worker will never save him, his downfall is but a question of time.

Is the man too upright to accept bribery and close his eyes to work half done or badly done, the "sweaters" and their indoor accomplices decree that he must go, and so he does, willingly or unwillingly. Fortunate is he when his good man depart with him and not before. The scramble, and war, and corruption carried on within the walls of those commercial palaces have no parallel, not even in our political institutions, which at all times fill us with disgust. The high salaried employes devote but little thought to the interests of their firms, those who appear devoted are soon under ban. In the scuffling and wrangling carried on in all the departments of a business house, more goods are wasted and damage done than would double and triple the wages of the operatives. These, of course, foot the bill.

These terrible symptoms are derived from the injurious system of monopoly, the elimination of the middle class and the plethoric condition of the labor market.

From this disturbance in the economic equilibrium, serious issues surge all around us. Labor organizations close their ranks for action. A collision with the law has just taken place in the case of the Ann Arbor railroad strike, and this is a bad omen. To the working class the law is a sharp edge to encounter, and to the law the working class is a rugged edge to withstand. A hostile meeting is fraught with danger to both sides.

The restriction of immigration is another movement sprung from the overflow in labor's ranks. Can we wonder at the workingmen demanding such a legal measure?

Doubtless, such attitude clashes with the ethics of a free country like America. But the speedy transposition of the middle class into the wage-earning class, and the steady addition of workingmen to the list of tramps and criminals, is a process far more inimical to the ethics of freedom than a restriction, and even a suspension, of privileges to immigrants. To inquire and answer, whether or not Russian Jews, Italians, French and other foreigners are desirable citizens is, in this instance, a mere waste of pen and ink. All European countries may furnish a contingent of desirable and useful citizens. By their mutual contact, both Americans and foreigners are benefited. But this is not the present question. Neither the qualities or peculiarities of immigrants, nor theories of liberty

denied or sustained, are at the bottom of the present issue. The question is one of material urgency, it is a question of *bread*. When our people are suffering from forced idleness and privations, is it not absurd to blame them for objecting to have their scanty means of livelihood shared by new immigrants?

Nevertheless, were it not for the iniquitous monopolizing of all wealth (natural and produced) in the hands of a few, American toilers and millions more of immigrants could enjoy in this republic the fullest measure of life's blessings.

"Man's inhumanity to man  
Makes countless millions mourn."

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## HISTORY OF RAILROADS.

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BY FRANK A. MYERS.

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Since special efforts have been made to collect the first fruits, or earliest steps in the construction of railroads, for the great World's Fair now in progress at Chicago, a very brief history of this wonderful unifying and great civilizing invention may not be regarded as inapposite. In short, railroads make the Columbian Exposition a possible success, for they shorten distances and save time. Imagine this great quaternary celebration in progress without a railroad in the country. Excepting the alphabet and the printing press, Macauley declared that those inventions which abridge distance have done most for the civilization of the human species.

The application of the wheel for carrying purposes has brought about many devices for carriages, and many inventions for propulsion. At first only the common roads were leveled and hardened for the easier motion of the wheels, and as early as 1672 Mr. Beaumont used wooden rails in a short road at the collieries near Newcastle-upon-Tyne. Four-wheeled carts were drawn by horses upon these straight, parallel wooden rails. The iron rail first came into use at Whitehaven, England, in 1738. In those days the road-bed was graded and filled in with gravel, ashes, or coal waste to make a solid track for the horses—the only motive power then—to walk upon. The first iron railway authorized by Parliament, except a few built by canal companies to facilitate the transportation of the products of adjacent coal mines, was the Surrey railroad, extending from the river Thames, at Wandsworth, to Corydon, which authority was given in 1801. The great initiative in railroad building had now begun, and improvements in road-bed, rails, and the devices for fastening them next occupied the inventive mind of the civilized race. Later steam locomotion was dreamed of. It was found

that with a flanged and flat surfaced wheel moving on a flat rail one horse could do the work of forty on a common road. In 1759 Watt conceived the possibility of steam engines, and patented one in 1784. Oliver Evans, a citizen of the City of Brotherly Love, patented a steam wagon in 1782, and sent the drawings and specifications thereof to England in 1787 and again in 1794-5. In the year that Watt patented his steam carriage, his assistant, Murdoch, constructed a working model of this steam carriage. Trevithick and Vivian patented a high-pressure locomotive engine in 1802, and two years subsequently built one for the Merthyr-Tydfil railway in South Wales, which worked well with only light loads on level surfaces. The wheels slipped on grades. Finally eight driving wheels were tried to secure adhesion to the track, and also levers attached to the rear of engines and operating like the hind legs of a horse. George Stephenson built his first locomotive in 1814, and it traveled at the rate of six miles an hour. The French engineer, Seguin, in 1826, increased the evaporative power of the engine by means of small tubes running from the fire-box to the escape-stack. The Rocket was built by Stephenson and Booth in 1829, and its weight was four tons and a quarter, and its speed thirty-five miles an hour. Five years thereafter the Firefly drew a loaded train at the rate of twenty miles an hour, and in 1839 the North Star attained a speed of thirty-seven miles an hour.

The first railroad for the accommodation of passengers was the Stockton and Darlington road, the product of the combined genius of George Stephenson and Edward Pease, which was opened September 27, 1827, a new era in the history of the human race. Five years later the Liverpool and Manchester road was opened to the convenience of the general public. It was designed to carry passengers at a very high rate of speed. The expense of horse power was too great for this purpose, and therefore it was decided that stationary steam engines, at stated intervals along the road, should be used instead. But the success of the locomotives of Stephenson, Ericsson and others annulled this cumbersome idea and brought about the new system of locomotion of almost limitless velocity and capacity. Engines are now built of more than a hundred tons weight; the average weight is, perhaps, over fifty tons.

The first railroad in the United States was the Quincy railroad, begun in 1825 and finished the next year. It was projected by Gridley Bryant, a civil engineer, and completed by him and Col. T. H. Perkins. It was designed to carry granite from the quarries of Quincy, Mass., to the nearest tide-water, for convenient shipment by vessel. Including its branches, its length is four miles, and its first cost was \$50,000, stone sleepers, eight feet apart, being used. The first turn-table ever used, designed by Bryant, is said to be still in good order. He also invented the portable derrick, and the switch, or turn-out, and the eight-wheeled car.

The second railroad in this great country of ours was laid out in January, 1827, and opened in the following May, extending from

the coal mines of Mauch Chunk, Pa., to the Lehigh river, and with shunts or sidings, or side-tracks, was thirteen miles long. It was operated by gravity, though mules had to be used to return the empty cars to the mines.

Already the progressive forces of the American people were at work, and Horatio Allen was sent to Europe in 1827 by the Delaware and Hudson Canal Company, to buy three locomotives and the iron for a railroad, which was built the next year from the coal mines at Honesdale to the terminus of their canal. One of these three locomotives, built by George Stephenson, who may be called the father of railroad engines, reached New York in the spring of 1829. The one built by Foster, Rastrick & Co., of Stourbridge, arrived not long afterwards, and was put into service on this new railroad in the latter part of the summer. It is positively declared that this was the first locomotive actually put into practical use in this country of ours.

In March, 1827, the Maryland legislature granted a charter to the first railroad company in America authorized to carry on the business of a public carrier. Its capital stock was only \$500,000. Horses were to be the motive power, and relay stations were built and horses were used after the road had been completed to Frederick. This was the beginning of the Baltimore and Ohio, the date being July 4, 1828.

Peter Cooper, at the time a citizen of Baltimore, built a small engine for this railroad in 1830, called the "Tom Thumb," with upright boiler. It was the first locomotive built in America, and weighed only about a ton. It attained a speed of eighteen miles an hour, carrying the directors of the road and some friends in an open car.

Several States now granted charters for railroads, and operations were begun in South Carolina in 1829 upon a railroad designed to connect Charleston with the Savannah river. Six miles of this line were completed that same year. The horse locomotive was designed to be used, and the device of C. E. Detmold, in which a horse walked on an endless platform, was adopted. The Kembles, of New York, built the steam locomotive called the "Best Friend," which was put upon this railroad late in the summer of 1835. The eight-wheeled double bogie carriage was first used by the Baltimore and Ohio road in 1834, and was built from the designs of Ross Winans.

The Mohawk and Hudson railroad, from Albany to Schenectady, was begun in August, 1830, and in little over a year carried 387 passengers a day. In 1832 a locomotive with a load of eight tons moved on it at the speed of thirty miles an hour. Several railroads were begun now in 1830 in the Pennsylvania coal fields, and gave a great impetus to that new and enlarging industry. A railroad was built in 1831 from Richmond to the coal mines, thirteen miles away, and in April of the same year the New Orleans and Pontchartrain R. R., four and a half miles long, was opened up. The great need of railroads and their demonstrated practicability

now brought about their multiplicity very rapidly, and in 1832, it is stated, that in Pennsylvania alone, sixty-seven were in operation. The completed lines in 1837 exceeded in length those of any other country in the world. A little later Congress stimulated this wonderful field of industrial enterprise by giving to the great trunk lines, lands lying contiguous to their projected routes. The first act of this kind was passed by Congress in the winter of 1849-50, granting to the Mobile and Ohio railroad about 1,000,000 acres of adjacent public lands. Congress in 1862 authorized the construction of a railroad across the continent to the Pacific ocean, which was the pet idea of Mr. Asa Whitney. On May 12, 1869, railroad communication was opened by means of the Union Pacific from the Atlantic to the Pacific, binding all parts of the country in one strong iron bond of unity. The "trackage," or miles of line of railway, in the United States at this time is set down in these terms by R. H. Edmonds in the *Engineering Magazine*, basing his deductions on the last census:

Railroad construction progressed rapidly during the decade. It is difficult to realize that whereas we now have 170,600 miles in operation we had only 93,200 miles in 1880. At the end of 1890 we had 166,000 miles—a gain of 73,500 miles during the decade, or about eighty per cent. Thirty leading roads, which operated 31,500 miles of track in 1880 and hauled 96,000,000 tons of freight, in 1890 operated 76,400 miles and hauled 262,900,000 tons. The number of passengers carried by these roads increased from 58,400,000 to 183,000,000. The number of locomotives on all the roads in the United States increased from 17,900 in 1880 to 32,200 in 1890, and the number of passenger, freight and baggage cars from 556,000 to 1,092,000. The capital invested in railroads as represented by bonds and capital stock was a little less than \$5,000,000,000 in 1880, and a little less than \$10,000,000,000 in 1890.

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## FAIRLY CAUGHT.

BY GEORGE C. WARD.

Although my fishing hook may be nothing but a bent pin, clumsily devised, methinks that I can distinguish a single taxer wriggling at my line's end. Mr. Borland, in the November number of the *MAGAZINE*, discourses philosophically about "Mr. Ward's louse," which, in various forms and at various times, has been apparently done to death, but which has persisted in putting in a reappearance, apparently enjoying vigorous life. I am not troubled with Jerusalem travelers, but am prosecuting a vigorous hunt for a lively single tax insect, which seems to be closely allied in characteristics to the historical "Dutchman's flea." This ubiquitous insect, it will be remembered, possesses a reputation which justly entitles it to the



soubriquet of the "Great Alibi," and enjoys a faculty of being able to invariably prove that it is not where one is ready to swear it certainly is and when one is sure that the thumb is securely and surely planted upon its frisky anatomy, lo and behold, when the thumb is raised, the insect proves an alibi by mysteriously disappearing.

The single taxers, headed by their eminent statistician, Mr. Thos. G. Shearman, unanimously estimate the revenue to be derived from the single tax upon the basis of the five per cent. upon the land values of the nation, constituting the rent now actually paid by tenants to individual landlords and the rent individuals would be willing to pay for land now held out of use, were the government to become the universal landlord and offer such land for rent. This five per cent. is figured impartially upon all land values, as well upon land at the "natural margin" as upon the most valuable land in use, the prospective single tax being affirmed to be the "*rental value*" of all land having any value, from government price up to fancy and fabulous figures, whether in use or held out of use.

But when confronted with the proposition that rent paid to non-occupying landlords, specially upon valuable lands in cities, forms an artificial and unnatural addition to the "natural price" at which commodities should be sold, and that such rent forms no component part of the four prime factors, Land, Labor, Transportation and Distribution, which should limit the natural price of commodities to purchasers for use and consumption—or when it is pointed out that such rent thus paid for the use of land is public robbery for private enrichment, and that taking such rent as a tax would simply perpetuate robbery, and call the plunder a tax—the single taxers enter into a long argumentative dissertation about "natural margin," "margin of production," "natural price," &c., &c., in an effort to show that the rent they propose to take as a tax is not robbery at all, and would exist were there no such individuals as landlords, being simply the difference in degrees of fertility possessed by some land over other land, and then they gravely proceed to figure such *difference* (?) in fertility at a *uniform* degree of five per cent. upon the value of *all* lands. Like the Dutchman's flea, the single taxer's factor rent disappears just when you think you have your thumb squarely and fairly upon it.

Having, however, been driven into a corner by my peculiar and self-chosen line of argument, Mr. Borland now writes:

I am convinced that Mr. Ward shall now regard the single tax in a somewhat different light, and I believe that, after due reflection, he shall be willing to admit that in transferring his arguments from one set of propositions to another and entirely different set, without doing me the justice to believe that my interpretation of his original propositions might be different than his own, he has been guilty of a slight breach of the ethics of controversy.

The single taxers must get together and agree upon a uniform identification of the factor they call Rent, which, they contend, if taken as a tax, will provide a fund sufficient to defray all expenses of National, State, County and Municipal government. Mr. Shear-

man says such factor, or fund, is the average prevalent rate of interest of five per cent. upon the actual value of *all* lands and lots, which interest is now absorbed by landlords.

Mr. George says:

What I therefore propose as the simple and sovereign remedy which will raise wages, increase the earnings of capital, extirpate pauperism, abolish poverty, give remunerative employment to whoever wishes it, afford free scope to human progress, lessen crime, elevate morals, taste and intelligence, purify government and carry civilization to yet nobler heights is—to *appropriate rent by taxation*.

But Mr. Borland contends that Mr. George means nothing but purely "economic" rent, and *not* the monopolistic rent, the absorption of which now makes landlords rich.

Mr. Borland says:

Before proceeding further, I want to say that the claim that single taxers do not distinguish between economic and monopolistic rent, and that their intention is to confiscate any portion of monopolistic rent under the complete operation of the theory, is really the silliest objection the opponents of the theory have ever advanced. The fundamental thesis of the single tax economy is that the very first effect of its application would be to utterly destroy monopolistic rent, leaving nothing but the pure economic rent of society upon which to levy the tax.

"Society?" But Mr. Middleton, another eminent single tax champion, says:

If we accept Mr. Stuart's definition of economic rent, I am certain his proposition can apply only to some such minds, certainly not to mine.

Before we can attempt to estimate the sufficiency of economic rent as a fund to tax, we must know what economic rent is.

If that rent only is economic rent which would appear in a perfect state of freedom, and if we accept the doctrine which Mr. George himself seems to teach in some places, that only such rent can be used for government purposes, then Mr. Stuart's point is indeed a vital one.

Mr. Stuart, Mr. J. W. Sullivan and some others have lately sought to restrict the meaning of the term economic rent to a something which, in the present state of society, it is utterly impossible for any one to determine. How can Mr. Stuart or any one tell what even would approximately be the pure economic rent in a perfect state of freedom? It is merely a matter of conjecture or theory as regards either its sufficiency or insufficiency.

Thus does Mr. Middleton repudiate Mr. Stuart's definition of "economic" rent, although in so doing he throws overboard and entirely discards what Mr. Borland says is the "fundamental thesis of the single tax economy," and also ridicules the idea that there is any fund to take as a tax, other than the spoils now absorbed by non-occupying landlordism. Get together, gentlemen, get together.

So far as Mr. Borland and myself are concerned, I am getting along nicely, thank you. My double back-action style of argument serves its purpose admirably and is gradually forcing Mr. Borland to an understanding and admission of the strength of my position, though it does seem to ruffle his feelings somewhat. He hung on pretty well to his omnibus term, economic rent, until forced by stress of circumstances to divide it up into "economic" and "monopolistic" rent.

In March, he said:

If Mr. Ward had attended to my definition of "natural price," he would have saved himself the trouble of introducing that illustration of the store rooms. No, the \$24,000 paid as rent does not increase the price of the goods sold. Why not? Simply because rent is not a part of price. The merchant is enabled to pay a yearly rent of \$1,200 because of the volume of his business, not because the natural price of his goods is increased by the payment of rent. A location where 100,000 suits of clothes or pairs of shoes may be sold yearly is a better location than the one where but 1,000 of such things may be sold, supposing price in each instance to be the same, and the larger rent which attaches to the superior location is but the recognition of this self-evident truth; the demonstration is obvious.

Yes, the man who carries on business on his own premises has an income larger than the man who pays rent for his premises by just the amount of the rent, provided their business is of the same volume, and carried on at the same expense. But let the man who pays rent attempt to place himself on the same terms as to income as is the man who pays no rent by including his rent in the price of the goods sold by him, I am inclined to think he would soon discover his mistake.

And, between the two paragraphs just quoted, he says:

"How does rent rob and oppress the people?" This question is further evidence of Mr. Ward's neglect to attend to the premises of the argument and his inability to distinguish between the truth of a principle and its application. Who ever told you that rent robbed and oppressed the people, Mr. Ward? I am sure no thorough single taxer ever did so. Let me once more state the single tax position with respect to rent: Rent exists because of natural laws, and nothing which comes naturally can, of itself, rob or oppress the people; natural laws are all beneficent and for the good of humanity when given perfect application. The people are not oppressed because of the existence of rent, but they are oppressed because rent is made the means for private enrichment instead of being applied to its natural uses—the support of the social organism. It is not a question of the existence of a fact, but of the application of a fact.

Thus proving that the term rent, as used by him, included rent paid to landlords, and that he considered such rent as *natural*, existing "because of natural laws," and only monopolistic because paid to enrich individuals, which would not be the case were it taken as a tax for the support of the social organism.

But in June, forced into a corner by my reply, he says:

That monopolistic rent is an indirect tax upon consumption, is a proposition I have never sought to deny; first, because it has never been affirmed, and I have, therefore, had no chance to deny it, and, second, because I have no wish to deny it while knowing it to be true.

Of course, monopolistic rent could not be "an indirect tax upon consumption" unless it was *included in prices of goods sold*. Mr. Borland has learned lots since last March. The last quoted paragraph from his article in the March number of the MAGAZINE is an all sufficient answer to his assertion in the June number couched as follows:

As it is, Mr. Ward has been reasoning from one understanding of the term while I have been reasoning from another, with the consequence that neither of us has been able to make his reasoning appear logical to the other. Now that we are at one as to the meaning of the term "economic rent," we shall have little difficulty in arriving at a clear understanding of our real points of difference.

My understanding of "economic rent" has always been the rent which arises naturally by reason of free competition for land of given conditions, which idea is expressed by the Ricardian formula; it is this idea I have always had in mind whenever I have used the term "economic rent." Whenever I have desired to express the present rent of society I have either used the term "speculative rent" or so otherwise qualified the term "rent" as to leave little doubt as to my meaning, as Mr. Ward may easily discover by referring to my published utterances.

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With his new understanding of the term "economic rent," I wonder that Mr. Ward's sense of justness and fairness permitted him to advance these propositions in such a way as to create the impression that they are the identical ones he has all the time been engaged in defending, and which I have denied. The propositions which Mr. Ward has heretofore been engaged in defending, refer wholly to economic rent.

*Mirabile dictu!!!* Compare the two expressions thus quoted from the same article. "Pure economic rent of society," and "Whenever I have desired to express the present rent of society I have used the term 'speculative' rent." Mr. Borland must get *himself* together.

My pinhook is a daisy. Mr. Borland is between the horns of a dilemma. Either he did not understand, in March last, that rent paid to landlords for the use of business lots was "speculative" or monopolistic rent, or else, as I suspected all along, he, in common with nearly all other single taxers, used the terms "rent" and "economic rent" in the sense of covering and including both natural, or purely economic rent, and speculative, or monopolistic rent. My whole argument has been made in an attempt to show that rent paid for the use of business lots was an artificial and unnatural *addition* to the "natural" price of commodities sold, and hence an indirect tax upon consumption. His whole contention has been that rent so paid was not so included and was not an addition to natural price. He cannot thus evade the issue by claiming that he was writing of "natural" rent, because he never used the term "monopolistic." He plainly treated of rent paid to landlords, be it called by whatsoever name it may.

Mr. Borland says:

The statement that I have tried to confine the argument to agricultural lands is false; it is a haphazard assertion made without any regard for the facts. My reasoning has always applied to *land*, without reference to where it may be situated; I have approached the subject with a full understanding of the fact that the law of rent is as fully applicable to urban as to agricultural communities.

Perhaps so. But when it has come to a consideration of arguments advanced by me concerning monopolistic rent in cities and towns and in the direction of proving that the term rent did not apply in the same sense to lands used for the *production* of wealth and lands used for the *absorption* of wealth. Mr. Borland has always evaded the issue by a statement like the following, from the August number of the MAGAZINE:

Rent is a social product, and I do not believe Mr. Ward is willing to go so far as to claim that there is any inherent peculiarity about lands used for business purposes, that should fence them off from the operation of the general law of rent, which is:

The rent of land is determined by the excess of its produce over that which the same application can secure from the least productive land in use.

Thus it is with the single tax flea. It devolves upon Mr. Borland to show just what kind of crops business lots "produce," and what buying and selling commodities have to do with raising crops. He might also, while he is at it, explain what *society* has to do with the productiveness of land.

But I ought not to complain. In his latest effort, Mr. Borland has receded from all his former propositions and conceded all I claimed. Great is the pin-hook style of argument.

I shall now await, with interested anxiety, an authoritative statement of just how large a fund is expected from the appropriation of natural or purely economic rent, as a tax. I shall also expect Mr. Borland to explain the manner in which economic rent attaches to residence sites and business lots and the degree of productiveness possessed by each of these classes of land. We are now nearly together and in order to lessen the gap, I am willing to concede that, with use and occupancy as a prerequisite to the claim to, or ownership of land, it would be entirely just to each and all that natural, or purely economic rent should be taken as a tax for the use of the community. We shall, perhaps, at last succeed in pinning down that flea, so that he cannot get away.

A few more words, and I am done. Mr. Borland says:

Mr. Ward's rather extended quotation from "Protection or Free Trade" is not pat; it contains nothing whatever to prove what Mr. George's intentions are concerning monopolistic rent.

He does violence to his own intelligence and to that of his readers when he makes such an unwarranted assertion. The quotation from page 183 of *Protection or Free Trade* is as follows:

And to prove that Mr. George did, at one time, propose to perpetuate the robbery of the masses by monopolistic rent, through the medium of the single tax, I quote as follows from page 183 of *Protection or Free Trade*: /

For a full exposition of the effects of this change in the method of raising public revenues, I must refer the reader to the works in which I have treated this branch of the subject at greater length than is here possible. Briefly, they would be threefold:

In the first place, all taxes that now fall upon the exertion of labor or use of capital would be abolished. No one would be taxed for building a house or improving a farm or opening a mine, for bringing things in from foreign countries, or for adding in any way to the stock of things that satisfy human wants and constitute national wealth. Every one would be free to make and save wealth; to buy, sell, give or exchange, without let or hindrance, any article of human production the use of which did not involve any public injury. All those taxes which increase prices as things pass from hand to hand, falling finally upon the consumer, would disappear. Buildings or other fixed improvements would be as secure as now, and could be bought and sold, as now, subject to the tax or ground rent due to the community for the ground on which they stood. Houses and the ground they stand on, or other improvements and the land they are made on, would also be rented as now. But the amount the tenant would have to pay would be less than now, since the taxes now levied on buildings or improvements fall ultimately (save in decaying communities) on the user, and the tenant would therefore get the benefit of their abolition. And

in this reduced rent the tenant would pay all those taxes that he now has to pay in addition to his rent—any remainder of what he paid on account of the ground going not to increase the wealth of a landlord but to add to a fund in which the tenant himself would be an equal sharer.

Is Mr. Borland suffering from mental atrophy, or does he count upon the ignorance of his readers?

If the foregoing quotation has any meaning at all, it most decidedly means that the single tax, or rent taken as a tax, would be *exactly* the same amount as is now paid by tenants to landlords, less the taxes levied upon "buildings or improvements." Oh, that frisky, frisky flea. Mr. Borland may know that Mr. George means to take as a tax natural, or economic rent, only; but Mr. George has a very peculiar way of expressing his intentions. Get together, gentlemen, get together.

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## BREAD CAST UPON THE WATERS.

BY R. V. MCBAIN.

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Well Polly! what are you going to do with him?" inquired Tom Brown of his wife, who, with a troubled expression on her kindly face, was looking at the tear-stained, smoke-begrimed face of an infant she held in her arms.

"Do with him! Really Tom, I don't know what to do with him!" she responded in a perplexed tone. "He is such a bright looking little mite that, if we were able, I should like to keep him. But that is out of the question, I fear, for we have so many children now that we can scarcely make both ends meet."

"True enough, Polly, true enough!" rejoined her husband, laying his hand on her shoulder in a caressing manner. "But, really, it seems to me that the board and lodging of this little chap won't add much to our expenses, and I think it is our duty to give him a home until his friends may come for him."

"But Tom, you forge—"

"No I forget nothing," broke in impetuously Tom. But here is the meat in the cocoanut: the good people of this village have declined to burden themselves with the little fellow; his parents, both lying cold in death, are now in the undertaker's hands, and, in consequence thereof, the child must either be taken under our roof, or go to the County-home."

"To the County-home he shall never go if I can keep him from it" said his wife firmly. "Tom it shall be as you wish, and, if it is the will of our heavenly father that no one shall ever come to claim him, he shall be to us as a son."

"That's right Polly, that's right," said her husband in a pleased tone. I knew your heart was in the right place."

"Who knows," soliloquized Polly, as, after having given the little orphan a bath and put him in a cradle, she stood looking at his cherubic face, "Who knows but that this beautiful child has been sent to us for a purpose. God moves in mysterious ways his wonders to perform." And bending forward she kissed the sleeper and tip-toed out of the room.

In the early morning of March 1st, 1850—the day my story begins—the prosy little village of Driftwood was the scene of a frightful railroad accident. The New York Express, having collided with a freight train while running at a high rate of speed, had been hurled down an embankment, and utterly demolished.

The thunderous roar of the exploding boiler having been heard at the roundhouse, Tom Brown, an engineer, with a wrecking train and crew had been hastily despatched to the fatal spot. After a stubborn fight they had succeeded in extinguishing the flames that were devouring the wrecked cars, and rescuing from the very jaws of death many who had been pinned down by the broken timbers. From among the debris, the bodies of a strongly-built, handsome young man, and a comely young woman, holding tightly clasped to her breast an infant not a year old, had been exhumed. The man and woman were dead, but the child was uninjured.

The clothing of the dead pair, who were supposed to be man and wife, and the parents of the baby, had been thoroughly searched for something by which they might be identified, but without success.

Engineer Tom, with a heart swelling with pity, then caught up the newly-made orphan in his sturdy arms, and, with tears in his voice, begged that some one of the many bystanders, who had been loud in their expressions of pity, might take the baby and care for him until he should be called for by his friends.

But no one had seemed willing to assume the responsibility of such a charge, and one man advised Tom to send the child to the Poor-farm, adding "That more than likely no one would ever claim him." Tom Brown was a poor man and the father of six small children, one of which was a helpless cripple, yet he determined that the baby should not go to the Poor-farm, so, carrying him home, he placed him in the arms of his wife; and urged that he should be taken into the family. With what success we have already seen.

Days, months and years rolled by, and still the identity of Richard Brown—as the orphan child had been christened—remained wrapped in obscurity. Little Dick, as Tom Brown loved to call his protegee, was soon taken out of the skirts of infancy, and put into the pantaloons of a six-year old. He then entered the village school, and, ere many years had elapsed by, was regarded as one of the brightest pupils in it.

At the age of fifteen he began working in the machine shops of the railroad company. Here his thirst for knowledge kept pace with his years and opportunities, and ere he had been thus employed a year



he had become so thoroughly conversant with the different parts of a locomotive as to be able to give the name and use of every casting used in their construction. He had developed into a strongly-built, handsome boy, who loved those sports calling for courage and activity as did the Spartan youths of old: yet he had chosen for his motto "Work before play," and if he had a duty to perform he did it with all his heart, never shirking any part of it no matter how menial it might be. This phase in Dick's make-up soon attracted the attention of the Master Mechanic—a man grown gray in the service—who, noting the rising genius and manly courage of the youth, advanced him as rapidly as his years and bodily strength would permit of, and at the age of 18 he took him from the shops and put him on an engine as fireman. Here he acquitted himself in a manner highly satisfactory to his friends, and at the age of 21, after having passed a very creditable examination, he was advanced to the rank of engineer.

One evening—a little more than a year after Dick's promotion—Tom Brown and his wife, both grown old and gray, sat by their fire-side. Polly was knitting as usual, while her husband, who had been reading but had allowed his paper to fall to the floor, sat gazing vacantly into the fire. After having sat thus in silence for several minutes, the old engineer took off his glasses, and, polishing them briskly, said:

"Polly, to-morrow will probably be the last time I shall run an engine!"

"Why, what's wrong Tom?"

"O, nothing particular, except that the time of my train has been quickened to 50 miles an hour, and Dick said that I was getting too old for that speed; and, feeling that he was right about it, I tendered my resignation."

"I am glad of it Tom," said Polly blowing her nose in rather a suspicious manner, "and, although I hate to see you retiring from the service of the Company while you are still strong and healthy, I think it is better so than to continue at the throttle until old age dulls your sensibilities and causes you to commit some error that might cause loss of life."

The following day, about four P. M., Engine 75 stood on the main line headed south. Our young friend, Dick, moved about her, oil-can in hand, giving the journals and bearings a final oiling before starting on his run.

The engine was hot, and, as the young engineer, moving to the gangway, placed his foot on the step, the steam lifted her pop-valve and it's shrill scream awakened the slumbering echoes among the mountains. At that instant a brakeman, who had leaped from a freight train that had just pulled onto a siding near by, came running toward him with all speed; his face and hands were begrimed with coal-dust; his eyes had in them a look of untold terror; great beads of perspiration stood out on his brow; the lines of his face were tight-drawn, and his voice came with a gasping sound as he shrieked:

"The Express! the Express! I forgot to close the switch at the east end of Miller's Siding! Oh, my God! what shall I do?"

"That's father's train," groaned Dick, his face becoming colorless as he hurriedly consulted his watch, "I must back up six miles in six minutes," he gasped between his tightly shut teeth. And, springing into the cab, he threw the reverse-lever over and opened wide the throttle, and, as the engine shot to the northward, he shrieked to his fireman:

"Keep her hot Jack, for the Express will be due at the east end of Miller's in six minutes, and the switch is open!"

After that no word was spoken by either for several minutes. The fireman with white, scared face, fulfilled his duties. The engine, rolling and plunging, shot along the bright rails like a thing mad with fright. With a roaring rumble she dashed over bridges and culverts, her drivers flying around like buzz-saws, and her exhaust so short as to sound like the humming of a bee. As the trembling, throbbing machine, struck an eight-degree curve that did not have sufficient elevation for such fast running, her driving-wheels lifted from the inside rail, and for an instant it seemed she must leave the track; but Dick eased her with the air-brake, and, settling back on to the rail, she dashed onward with constantly increasing speed.

"We are within a mile of the Siding, Jack!" shouted Dick leaning toward the fireman. "Get down on the step and be ready to fly off when I slack her up at the switch. "My God:" he groaned, looking at his watch, "four and three-quarter minutes gone. If the Express is even a few seconds ahead of time I shudder to think of the fate that may overtake the poor souls aboard of her."

Within less than a minute the panting, throbbing engine slackened her speed, and gliding by the open switch, almost came to a stop. As Dick threw the reverse-lever over, he heard the hoarse whistle of the Express, and realizing that she might be down upon him before his engine had cleared the main-line, he grasped the sand-rod with one hand and the throttle-lever with the other, and pulled both wide open. The 75 gave a great puff, and, leaping into motion, darted onto the Siding. Not a second too soon either; for at that instant the Express came whizzing around the curve. Her appearance was followed by a sharp shriek of her whistle, then, with showers of sparks flying from her tightly-set driving-brakes, she bore down upon them like a thunder-bolt. For an instant it seemed that a collision was inevitable; but the fireman by a mighty effort succeeded in closing the switch ere the 75 had scarcely cleared the sliding-rail, and as the lever dropped from his hand, the Express flashed by.

In the cab of the engine pulling the Express sat Old Tom Brown, his white beard streaming over his shoulders; his right hand working the sand-rod, and his left, the air-brake. None knew what a close call he had from the grim destroyer, Death, better than he; but, with that coolness which characterizes his class, he whistled off brakes, and dashed on toward Driftwood.

Richard Brown is now Superintendent of Motive Power of one of the great railroad systems of the Northwest. His foster-parents have a home with him, and, as they sit by his fireside and enjoy the comforts that he has provided for them, they bless the day that they cast their bread upon the waters.

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## THE SOLIDARITY OF ALL REFORMS.

BY JOSÉ GROS.

No. 2.

Most disagreements among men arise from ignorance on fundamental truth. All disagreements among reformers spring up from ignorance on the basic laws of social development. Our socialistic friends, the plural taxers, show that in every article they write. Every such article advances the single tax cause. Every one that attacks truth advances truth. The very contrast between truth and error makes truth brighter than ever. We do not care about converting any of our antagonistic friends. We are after the conversion of the silent men, the humble in heart and soul, the earnest in quiet thought. They are the ones that tell. They alone shall do good work in due time. We writers on either side, that of truth or that of error, what can we do but to evolve thought among the many? And those who write in favor of truth, what would they do if somebody should not write against truth? They would seldom have much to say.

And there is the beauty of this MAGAZINE, so masterly conducted by our common friend, Mr. Debs. Each number comes replete with thoughts clashing and re-clashing against each other, and so carrying the mind onward in search of higher and higher thoughts.

The complacency of our plural taxers is very instructive, and the boldness of their assertions extremely amusing. Take, for instance, the one that "in our country immense fortunes are accumulated by capitalists and corporations in which the value of the land used or owned is insignificant," and then we are referred to the Standard Oil Company, and others like it, as exemplifying the fact!

What is the object of any group of capitalists or any corporation, trusts and the like? To more or less control some branch of industry or commerce, some process of production or exchange. That requires tools, the tools require buildings, the latter require land. We have not yet learned how to erect buildings hanging on the skies. But because a magnificent building can be erected on a lot 50x100 feet, or even less, our friends imagine that mighty little land value is needed to be the owner of a big building. Where do our

friends live, I wonder; in the forest? They don't seem to have yet taken cognizance of the fact that there is an enormous difference between land and land values, and that very often a small city lot is worth as much as any 1,000 good sized farms. We refer, in both cases, to the naked land. On choice situations in our large cities magnificent buildings are often worth but 30 per cent of the land on which they stand.

And where do we find magnificent buildings, replete with costly tools? In the jungle? Could they there control any branch in production or commerce? Take that historical factory of Bro. Carnagie, near Pittsburgh. The 400 acres immediately attached to that establishment are worth \$2,000,000, if anything, and the same concern controls quantities of vacant and improved land around. And 36,000 acres of valuable land in the coke region are also controlled by that concern, in itself, or more or less connected with others of the same type; and each stockholder in that establishment or similar ones, is himself a good sized land-holder somewhere under the sun. It is funny that our good friends, the plural taxers, have not yet learned that, or refuse to learn it!

What is it that enables some men to place large sums under the control of somebody else? The fact that they own more wealth than they could control themselves. Can any of us control wealth, tools, without controlling land, the tool of all tools? How can that be done? Our friends never explain that. How can they? Just as well try to explain how the planets and the stars could hang and roll through space without the force of gravitation.

And what about the land values of the Standard Oil Company? Some of our friends are innocent enough to say that the wealth of the company rests on pipe lines and refineries. Just as if we could have refineries and pipe lines without land, and very valuable land, because very useful to a certain and important form of production! Besides, why is it that the Standard Oil Company has been able to freeze out most other oil companies? Because it has gradually taken possession of the most important belts of oil land in our fair country. The concern holds the bagatelle of 1,000,000—one million acres—of such land, worth to-day, perhaps \$200,000,000, and if not to-day later on, and not very much later, either.

Now let us see about the question of annual economic land values for this nation of ours, something that is constantly keeping our friends, the the plural taxers, on pins and needles. A certain humble, obscure single taxer has given us an estimate of such economic land values for 1892. The estimate is \$22,000,000,000 capitalized value, or, at 5 per cent., \$1,100,000,000 annual land value; the monopoly value about \$25,000,000,000, at 6 per cent. equal to about \$1,500,000,000 annual land value. The latter includes, as a matter of course, not only the actual rent paid by some to somebody else, rent *per se*, or interest on that part of each mortgage representing land value, but also the capitalized rent embodied in every purchase of land by the producer and from the speculator. Also the land rent

that each land-holder naturally and practically receives from the house and lot he lives in or does business in. For instance, if I live in a house and lot worth \$6,000, the lot worth \$3,000, I then add to my annual income \$600, half of that considered as land rent and half as interest on the house value, as that is what I would have to pay if the house and lot were not my own.

The very friends who kick and kick at the above estimate of our economic land values, or any other similar one, are especially careful never to mention any data showing that the estimate is not approximately correct. Worse than that. In the very article in which some of that kicking has recently been done, that article itself endorses the estimate in question. It is there stated what we all know to be true, viz.: that the annual land rents of Great Britain are not far from one-sixth of the national income, or about \$1,000,000,000. Our population is about two-thirds greater than that of Great Britain. That would make our monopoly land rents over \$1,500,000,000, certainly over \$1,000,000,000 annual economic land value. And that would not take into consideration the fact that land rents and land values are higher in the United States than in England, for the simple reason that population increases more rapidly among us than in Great Britain.

As the friends we are dealing with are apt to be skeptical about any truth they may not happen to fancy, we shall mention the fact that while the maximum price of land in London, the English metropolis, is not over \$10,000,000 per acre, in our own metropolis New York City, it is over \$15,000,000 per acre.

Anybody who has studied this question of economic land values knows that our franchise corporations alone hold not less than \$8,000,000,000 of such land values, and our syndicates and mining companies not less than \$3,000,000,000.

Now suppose that every idiot in New England can have a farm within sight of a factory for the trouble of taking possession of it, as we are told to be the case. Well, what about it? We don't consider that our 700,000,000 acres attached to farms are worth over \$2,000,000,000 economic land value, capitalized value. Suppose that we have made a mistake, and that they are worth nothing. Well, so much the better for every one of us. That would show that the farming communities can get along without public improvements, or that farmers don't want any such improvements, and prefer to live without the comforts of organized society. That should be their own look out. We can not eat the cake and have it.

Because, when our friends say that on such a place land has no value, they simply say that there is no need of any organized society on such a spot. When they say that such and such land has but a low value, that merely proves that only a very simple social organization is needed there, and so on to the end of the chapter.

Suppose for a moment 65,000,000 population, with plain, simple habits of life, living in nice little country towns over our choice climatic belts. They could run their national and local govern-

ments on \$200,000,000 total annual revenues, or even less. That would imply but \$4,000,000,000 capitalized land values. But imagine our 65,000,000 population bent upon living in sixty-five cities like that of New York. They would then need a national and local revenue of about \$5,000,000,000, and so \$100,000,000,000 capitalized land values. It is all a question of our own choice.

The writer can be exceedingly happy in a \$500 hut and a \$10 suit, if he only has three full, plain meals. Some can only be happy in a palace worth \$1,000,000,000, and when dressed in suits worth \$500. They are welcome to all that, if they can get it without robbing anybody. Why not? As it is the case with individuals, so it should be the case with nations. That is single tax doctrine when properly understood.

Our friends are fighting against the single tax of their own imagination. The real single tax—they don't know what it is, and we shall more fully prove that in future articles.

[To be Continued.]

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## SHORT STUDIES IN POLITICAL ECONOMY.

BY WILFRED P. BORLAND.

### No. 7.

The two brothers, Tiberius and Caius Gracchus, who sacrificed their lives in the attempt to remedy the evils which were surely undermining the Roman State, were widely different from each other in temper and abilities. Tiberius was the older of the two by nine years and thus naturally came upon the scene of action first. To this fact Plutarch, in his "Lives," adverts as being one of the principal causes of the failure of their efforts. He says:

"One of the principal causes of the failure of their enterprises was this interval between their careers, and the want of combination of their efforts. The power they would have exercised, had they flourished both together, could scarcely have failed to overcome all resistance."

Caius was undoubtedly the abler of the two; he had a larger grasp of the real necessities of the situation, and was more methodical and comprehensive in his measures, than was Tiberius. In a word, he was more of a "statesman" than his brother. He also differed from his brother in his temper; he was hasty and passionate, so much so that often, in the midst of speaking, he was so carried away by his temper as to forget his entire argument and pass into mere abusive talking. To remedy this defect, as Plutarch tells us, he used to station an ingenious servant of his, whenever he was speaking, behind him with a pitchpipe, or instrument to regulate the voice by; the

servant, whenever he perceived his master giving way to his anger, would strike a soft note on the pipe, on hearing which, Caius immediately recovered his temper and quietly proceeded with his argument.

Tiberius was the direct opposite of his brother in this respect; his oratory was calm, gentle and persuasive, such as to awaken emotions of pity rather than anger. He possessed all the earnestness of Caius, but seems to have lacked the latter's ability and self-confidence; he recognized the fundamental evil, and proceeded straight to its correction, not hesitating to employ unconstitutional means, when necessary, for the passage of his measures; but the consequences of his measures, the "afterwards," he had not the ability to grapple with, and his life paid the forfeit.

The Sempronian agrarian law, which was enacted through the efforts of Tiberius Gracchus, was, in its main features, nothing more than a re-enactment of the Licinio-Sextian law, which had never been repealed. How the provision of the Licinian law, which prohibited any citizen from holding more than 500 *Jugera* of the public land, had been evaded, we are told by Plutarch in a way which strongly reminds us of 19th Century methods of dealing with such questions:

"The rich men of the neighborhood contrived to get these lands again into their possession, under other people's names, and at last would not stick to claim most of them publicly in their own."

Continuing the subject he says:

"The poor, who were thus deprived of their farms, were no longer either ready, as they had formerly been, to serve in war, or careful in the education of their children; insomuch that in a short time there were comparatively few freemen remaining in all Italy, which swarmed with workhouses full of foreign-born slaves."

The arrogant methods of the rich are also excellently described by the following passage from Mommsen:

"A peculiarly favorite method was to eject the wife and children of the farmer from the homestead, while he was in the field, and to bring him to compliance by means of the theory of "accomplished fact."

The agrarian law enacted by Tiberius' efforts provided for the resumption of all the state lands, held by any one person in excess of 500 *jugera*, and the cutting up of the land thus resumed into lots of 30 *jugera* in extent, which lots were to be distributed as inalienable heritable leaseholds, the holders to bind themselves to use the land in agriculture, and pay a small rent to the state.

Although the law proposed to indemnify former holders of this land for all their improvements, it nevertheless excited violent opposition, and the privileged classes threw every possible difficulty in the way of its execution. In order to secure the passage of his law, Tiberius had been compelled to adopt the unconstitutional expedient of securing the deposition of one of his colleagues in the tribunal assembly, as a means of getting rid of his veto; he was now driven to adopt extra-legal means to secure the execution of the



law. The law provided for the appointment of three commissioners, who were to have charge of the proposed resumption and distribution of lands, and Tiberius secured the appointment of himself, his brother Caius, who was not yet twenty years old, and his father-in-law Appius Claudius, as such commissioners. A sort of a family arrangement by the way, which was highly displeasing to the aristocracy. At the very outset the commissioners found themselves confronted by the almost insuperable difficulty of determining which were truly state lands and which were not; the decision of such questions was, by existing law, lodged with the consuls and senate, and, believing that if these representatives of the aristocracy should be left to decide such matters his whole scheme of reform would be defeated, Tiberius secured the passage of a supplemental act empowering the commissioners to decide all questions of dispute arising under the main statute. This was so clearly an infringement of the constitutional prerogative of the senate that it aroused a storm of indignation; the popularity of Tiberius was somewhat shaken, and he received notice of the senate's intention to impeach him as soon as his term of office as tribune expired, so as to permit such a course.

In this emergency, Tiberius offered himself for re-election, and, in order to strengthen himself with the people, he gave notice of several further measures of reform, which he proposed to institute in the event of his election. Party strife ran high; and, when the day of the election came around, the nobles interdicted the voting with the legal objection that it was unlawful to elect a tribune as his own successor. Amid great confusion the assembly adjourned, to meet again on the following day; when the senator Scipio Nascia, who was the leader of the opposition, despairing of being able to defeat Tiberius by fair means, and failing to secure the consent of the consul Scaevola, to the apprehension of Tiberius as a breaker of the peace, called upon his adherents to follow him and rushed to the attack of the Gracchian party. Nascia and his followers armed themselves with clubs and falling upon the Gracchians, who were wholly unprepared for the onset, they beat Tiberius to death along with three hundred of his followers. The bodies were taken up and cast into the Tiber.

Thus perished Tiberius Gracchus before the thirtieth year of his age, but his work could not be disposed of so easily.

The aristocracy did not dare to attempt the nullification of the agrarian law immediately, and were obliged to stand by and see the distribution of lands go on unchecked. Three years after the death of Tiberius, Scipio Aemilianus, a brother-in-law to Tiberius, came upon the scene as the champion of the party which opposed the further distribution of lands. He secured the repeal of the act which empowered the commissioners to settle disputes as to the boundaries of the state lands; and placed such power with the consuls, where it legally belonged. This, of course, had the effect to nullify the efforts of the commission and the distribution of lands came to an

end. The wrath of the popular party was now visited upon the head of Scipio, and he was assassinated in his bed.

The aristocrats now gained the upper hand for a time, chiefly because of the lack of competent leaders among the populares. Young Caius Gracchus was sent away into Spain; the distribution of lands came to an end; but the aristocrats did not yet dare to interfere with the distributions already made. In the year 123 B. C., nine years after his brother's death, Caius Gracchus returned from Spain and was elected tribune of the people. In his estimate of the character of Caius Gracchus, Mommsen says:

"By virtue of this fearful vehemence of temperament he became the foremost orator that Rome ever had; without it, we should probably have been able to reckon him among the first statesmen of all times."

The new tribune had a comprehensive and well matured plan for the ruin of the aristocracy and the relief of the people, but before proceeding to its execution he went systematically to work to remove some of the stumbling blocks which had caused his brother's downfall. His first step was to secure a law permitting a tribune of the people to solicit re-election for the following year. He next introduced the distributions of corn in the capital which in the days of the Empire became such a power in the hands of demagogues. The object of this was to attract the free proletariat to the capital and create a following which could be depended on to uphold him in his battle with the senate. He next introduced some changes in the order of voting, designed to insure to his following a majority in the comitia. He then proceeded to reinvest the commissioners of Tiberius with the power they had been sheared of, and had the provisions of the Licinian law extended to the provinces. He reformed the tax system of the provinces, particularly of Asia, and projected some vast transmarine colonization schemes which were totally at variance with all the precedents of the state.

Caius offered himself for re-election, and was given the tribunate for the second time by an immense majority. His energy seemed tireless; he personally attended to the execution of his laws, presided over the distributions of grain, set out boundaries, gave his personal direction to the colonies he had projected; he sought in every way to render himself indispensable to the state, while reducing the senate to a body of nonentities. The aristocracy, perceiving that their only salvation lay in the downfall of Gracchus, and finding themselves unable to cope with his wonderfully energetic measures, suborned one of the tribunes, Marcus Livius Drusus, to play the demagogue against him. Whatever Gracchus proposed, Drusus proposed something yet more radical, and the latter took care to let it be known that his measures had the sanction of the senate. The beginning of the end was now at hand; the fickle multitude was easily induced to transfer its allegiance from Gracchus to Drusus and play into the hands of the party that sought to smite it.

Near the end of Gracchus' second term, and while he was absent superintending the establishment of a colony upon the site of

ruined Carthage, Drusus proposed to remove all restrictions from the lands distributed by Gracchus, and confer them as absolutely free property. The bait took; Gracchus failed of re-election, and at the same time his deadly enemy, Lucius Opimius, gained the consular election. It was at once sought to put a stop to the founding of the colony of Panonia upon the site of ruined Carthage, which work Caius was then engaged in. Caius gathered a body of his adherents and proceeded to the assembly with the hope of being able to defeat his enemies in the voting. While there, one of Caius' followers got into an altercation with a servant of Opimius and killed him. The wildest confusion immediately followed; Caius, attempting to speak, was declared to be guilty of interrupting a tribune of the people; he was hurried away by his followers and a price was set on his head. Civil war broke out in the city; more than three thousand persons were killed; Caius was murdered by one of his slaves, who afterwards killed himself upon his master's body.

Thus ended the last really serious and well organized attempt to reform the evils in the Roman state. The nullification of the Gracchian law was only a question of time with the aristocracy; the first step was to render the distributed lands alienable and private property, thus paving the way for their re-absorption by the rich. One by one the old conditions re-appeared and Rome pursued her ignominious course through the bloody conscriptions of Sulla, the ambitious wars of Pompey and Cæsar, the licentious and bloody excesses of Caligula, Nero and Domitian, to an inglorious end. In the words of Pliny: "*Latifundia perdidere Italiam.*"

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## "KISS ME, DARLING."

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BY FRANK A. MYERS.

No. 1.

The long hours of the dread night that cast fell shadows over the town and over all the earth, and that begot in some queer, mystical way a touch of nameless fear in the heart of Tol Vernon, and that aroused a feeling of shrinking away into some secure spot from the pitiless gloom and darkness up and out and everywhere around wore slowly enough away, indeed; but Tol, fresh, exultant, hopeful, ready to undertake the removal of mountains if need be, passed the night much as usual in his chair at the telegraph operator's table in a railroad station office. Tol had been reading a story of the Elzevir library edition, and was deeply absorbed in it, but the calls over the line frequently interrupted him. But each time he picked up the paper-back volume and poured over it again with un-

divided attention. His coal oil lamp flue was smutty and black, and though the lamp sat close at his elbow it cast a pale, sickly light upon his printed page.

"O, such a light!" he ejaculated, throwing his leg off the arm of the chair, and swinging around to the lamp which he seized and shook vigorously, much as a dog does a snake when he worries the life out of it. "The blasted thing is trying not only my patience but my eyes as well. The railroad company is too measly poor and dead broke to afford a good lamp for a man who has to wear his life out through the weary watches of the night." He turned to the alluring page again, pulled his felt hat a little lower over his eyes to shade them better, and set his feet high on the little cannon stove that had but little fire in it through that soft, pleasant night. "I want to see how this thing comes out," he muttered to himself, and was lost again in the bewitching tale. Now, I'm not going to tell you, dear reader, what he was buried in, or you will most likely want to read the same alluring story. Indeed I will boldly confess I have not read it myself, but I am perfectly satisfied that whatever caught the emotions and undivided attention of Tol was a most engrossing and all-absorbing book. The title is perfectly familiar to me, and it is no wonder that he wanted to read this tale of love and sorrow and of final happiness. Doubtless had you been reading the book by such a light you would have ruthlessly shaken it, too.

"Hang it! I swow I don't want this pretty girl to marry that dark-browed villain; but I believe now he will win her heart and hand in spite of herself. It seems so." And again he was lost in the tale. He was so absorbed that he did not notice that he almost pushed the stove over when he dropped his feet heavily to the floor with a dull resounding echo, as he turned to the instrument in answer to a call. He responded, and then came the intelligence:

"Train No. 4 on time."

"All right," he said to himself, and glancing up at the dial of the clock saw that he had quite a good deal of time left yet in which to read before the train would arrive. In order to be sure of all things and to know that he had neglected nothing and had done his duty faithfully, he seized his round globe lantern and sauntered out upon the platform and gazed up and down the track. All was as still as death around. Nothing was stirring in the town, which lay silent and dumb as a sleepy giant in the black night. Not a shadow was to be seen nor a sound heard up or down the track far or near. All was well. The two rails glimmered far away under the light of his lantern, and looked like monster threads of fire spun by some demoniacal, hideous spider of the fear-exciting night. Tol swung his lantern back and forth a few times in an absent-minded manner, his thoughts dwelling on the folly of the pretty girl about to marry he villain, and then stalked back into the dingy office to find out more of the fate fortune held in store for that hapless girl.

"I do think the girl is a sorry fool if she marries that black-hearted villain. I don't see why she can't see what he is. It's as plain as

daylight. But love is blind they say. It's a shame if she marries him, that's all. Confound him! I want to kill him."

Placing his lantern near the door he dropped heavily into his chair, snatched up the book like an angry man, and throwing it open with a vexed air resumed reading where he had left off. It was a matter of no little interest to him to know that the heroine was honorably and fairly treated, and in his every-day walk if he found a young lady mistreated, no matter who she was—stranger or friend—he became at once her champion and defender. It was a part of his constitutional make-up to feel a divine sense of respect and love for the fair sex—the most lovely portion of the human race. He was not a meddler in female affairs, but when open insult was offered a lady he at once became her protector. Of a practical turn of mind, quick to penetrate situations, spirited in action, courteous, as a rule, in manner and word, a young man of more than ordinary tact and business endowments, in the halo of a bright, fresh and beautiful young life, there were all possibilities and promises for him.

He was a handsome young man, the center of a circle of friends, and he was always neat in dress and appearance. In his dark, penetrating eyes could be seen a vividness and persistency of purpose that made the observer feel he would pursue to the end whatever he undertook. His lips met in the manner of classical or sculptured lips, and while they did not reflect the force of spirit that the full, gladsome eyes did, yet they were in perfect harmony with the spirit that animated his person. In his early life-tinted cheeks was written manly beauty and strength and health, and in his rather prominent square chin you noted masculine power and unflinching purpose. While his nose was not as pronounced as the reputed nose of St. Peter, still he had a nose that gave dignity and completeness to the ensemble of his countenance. His ears were small and lay close to his head, and with his black hair cropped quite short, as was his custom, he found it very difficult to retain a pencil above this organ of his facial or cranial anatomy. Some way the ear lay too close to the head and pressed the pencil out and off itself. Of splendid physique and athletic mould, it may be confessed he was not a little proud of his person. It would not be literally true to say that he was vain of these splendid gifts of heredity, but he was an admirer—let it be noted, a proper admirer—of his fine physical endowments. Looking at him as he sat in his office chair reading this rather overwrought love tale, you could not help admiring his superabundance of physical life as well as the intellectuality foreshadowed in the fine contour of his manly face. Just at present his admirable brow was completely hidden by his hat, which he wore as a sort of protection to his eyes from the sight-wounding light. The course or deeds of other people was a matter of little concern to him, for he himself was controlled largely by sound precepts imbedded as mudsills, so to speak, in his mental constitution by proper family training early in life. Upon the whole he was truly glad he was the boy he was, and that he was not some other fellow. In his heart, deep

down, there was a respect for family, and a feeling that there was nothing good in life which he might not attempt and attain, no pursuit in which he might not win a name and success, no profession in which he might not achieve permanent distinction. And if he had been called upon to give his reasons for choosing the work of a railroad telegraph operator, it would have been hard for him to find words for the motives that urged him into this pursuit. He had in some way when a small boy, adopted or begot a fancy or a liking for the clicking sound of the brass key—if the telegraph instrument may be so called—and here he was, now, in the beginning of real manhood, at the threshold of a wider existence, fairly established in the harness of an "operator." When a mere lad he remembered seeing a man pressing up and down the key to the "instrument," and he thought it wonderful, and from that day on his resolution to be an "operator" was watered and grew into a grand reality.

A night operator, and in the tentative stages of his practical life-work, he was afforded abundance of time to read, and his reading took rather a wide and careless range, embracing a little poetry, some politics, the daily press, a few novels, travels, biographies, and much descriptive and illustrated writing. He was, therefore, prepared with a practical and sensible opinion on almost any current topic. Tol Vernon was anything but an idler or a flippant jester, nor was he given to foolish vagaries and smart Alex ideas. Tol was a young man you would like and like very much, I am fully persuaded, and if you could see him in his office chair in that small and dingy little room, a deeply intent look characterizing his strong face, I have no hesitancy in saying you would want to cultivate a closer acquaintance with him. You would want him for your friend at once. There is something subtle in the nature of everyone which cannot be exactly defined, but which in some inexpressible way reveals a heart that we would like to know better, or else one we desire not to know further, just as the case might be. Tol's nature was so broad and liberal that it seldom was out of harmony with anybody.

"O, pshaw! I do believe this painted beauty is in love with that vainglorious villain. 'And the villain still pursued her.' There is more truth in that in this case than jest. I hope the writer will bring this double-dyed villain to his just deserts before the girl—poor thing!—gets too far 'gone' on him."

He pushed back his hat an instant, rubbed his hand back and forth across his forehead a time or two, stared hard at the burning lantern a moment, and, pulling down his hat again, resumed reading. All this was done in thoughtless abstraction. All things then were bright and glorious for Tol. Pity we cannot see an inch before our noses!

The office, like all such small depots or small station houses, was a coal-begrimed, dark, dingy one, a sort of stingy middle space between the waiting room and the freight room. A small window with angles sat out like a bay window, and in this abnormal window the operator sat so that he was enabled to see up and down the track

without arising from his seat. But the darkness of night shut off the view, and so a lantern became a useful thing to the night operator. In this window, at the height of a table, was arranged a shelving that was meant to serve as a desk for writing and for the use of the instrument. A broad platform partly covered by a projecting roof was between this window and the track. The platform was for the benefit of the people who got on and off trains, as well as for the needs of freight and freight handlers. An ink-bedaubed ink-well, a few old pen holders, a lot of useless sheets of scribbled paper, a pad or two of telegraph blanks, and other such things as generally lay negligently upon an operator's desk were on Tol's table. The instrument that early in the night kept up a constant, irregular knocking and sounding, now at this hour of the morning was in a dozing attitude, and only now and then took fitful starts and chattered noisily upon the fretful silence for a minute or two. The little ticket cabinet was locked against the wall; the express and freight books were under the lid of a small desk that seemed to be ready to tumble from its rickety position against the wall; the art gallery seemed awry, for the advertising and other pictures gathered here and there at different times were in a graceful state of neglect, and were sooty and hanging on one corner only, and many just ready to fall; the spirit of its fresh, artistic life, had long ago receded into the musty past. The little lunch basket on one end of the desk had a corner of the napkin peeping out from beneath the lid, which gave it an untidy appearance. The old coal box at the side of the stove was in the seventh stage of its existence, and just ready to tumble to ruin. The old fire-cracked cannon stove stood ankle deep in bits of coal, gravel, sweepings, and cigar stubs, and to look upon it made you feel that you wanted to rail out at its beastly appearance. But Tol was not the purchasing agent of the railroad company, and so he had to accept and put up with such conveniences as the "soulless corporation" permitted him to have. Tol never saw the black, smutty ceiling above, and the irregular, well-worn, shamefully dirty floor did not add one single pang to his soul. He was a night-hawk, and these cruel defects did not concern him, for daylight alone cast reproach upon them, and he and daylight were not very intimate friends.

This station house, or depot, as we plain western people prefer to call it, was at a spirited town on the line of the E. & T. H. railroad, and for the present we will call the town Curtis. It is almost impossible to say this much without at once disclosing to everybody just which town it is. The good people of Curtis will at least remember the whole circumstance as related herein. This story was a nine day's talk with them at the time.

Again the instrument called Tol from his novel, and he put the book down with reluctance. The intelligence was—

"Train No. 4 on time."

This time the notice came from the last operator on the road, awake at that hour, before the train would reach Curtis."



"Well,"—half petulantly because of his interruption, and half pleased that all was right down the road—"I think the E. & T. H. very fortunate that so few accidents happen." Then he turned to the key, and calling "K," the one who had sent the message about No. 4, asked him—

"Are you sleepy?"

"No," came back with a sleepy drawl, which brought a smile to Tol's face. "I think I'll fast forty days without any sleep," added "K," "and beat Dr. Tanner."

"Ha! ha! That's an idea," sounded Tol back.

"I always have ideas."

"I never knew you were accused of that before, but I knew you had the jim-jams sometimes," replied Tol, playfully.

"Go to—thou sluggard! You mutter in your dreams!" replied "K," with a snap, and closed the instrument.

Tol caught up his lantern near the self-locking door, and went out upon the platform once again. Alone, lighted only by a dim lantern, the brooding, still darkness around spoke in unknown accents to him. He realized that he was in the center of a globe of light that diminished in intensity of brightness as the circumference receded from him. It was always a strange sensation to him to pause in the solemn stillness around, made fearful by the pressing pall of Nox, and listen to the rush of his own heart-blood and almost feel the sands in the hour-glass of life falling into the everlasting eternity of the past. In the warp and woof of his being there was a little color of poetic sentiment, and the death-like stillness enveloping him developed sensations in his heart that he could find no words to give utterance to. After reflecting a few minutes upon the wonderful mystery of life, his mind reverted to the story he had just been reading, and he again broke out in a soliloquy:

"I really don't want Rose to marry that beastly Baneful. I'd rather she'd understand Tannver and marry him. He's the man *for* her. If she could only see! But there it is! She persists in *not* seeing, even when everything points to the plain facts in the case. Let me see, I have twenty minutes to read yet before No. 4's arrival."

And back into the office he strode with rather animated step. Most people would say, in ordinary talk, that "he shot into the office like a dart." This common national fault of exaggeration—which is only a polite word for lying—cannot be relied on in this particular instance. Tol simply moved briskly back into the office, again placed his lantern near the door, and half flinging himself into the chair began to read where he had left off the story of Rose and Baneful and Tannver. He was now more than three-fourths of the way through this ordinary sized love tale, and he hoped to finish it before he quit the office.

[To be Continued.]

## THE SINGLE TAX.

BY WILLIAM MANNING.

If I rightly understand the position of single taxers, it is that there is an unearned increment flowing from the use of land, which goes to the land owner in the form of rent, if the land be used or occupied by other than the owner, and if used or occupied by the owner then this unearned increment goes directly to him. This is the theory of Henry George, as set forth in his "Progress of Poverty." George maintains the theory that land is common property; and, inasmuch as its use or occupancy affords something which he styles "unearned increment," it too is common property; hence it should be appropriated to public use by a tax upon land values equal to the amount of such increment. The value of this unearned increment, he claims, is measured by the rent exacted for the use of land.

Several years ago I made an offer—and it is still open—to give any single taxer, who maintains that there is something flowing from the land which is not earned, the use of forty acres upon this condition: He must take the land in its natural condition and improve it just as I have and keep an accurate account of the cost of improvement, the labor of producing his crops and receipts from the sale of the same, amount paid in taxes and the value of natural fertility removed in crops sold; and if at the end of five years he can show that he has anything which he has not labored for, over and above decent wages and the ruling rate of interest on capital invested, including a sinking fund equal to the amount of depreciation in team and tools, I will execute to him a warrantee deed of the premises. If he fails to show that he got something for nothing, or this "unearned increment," he must vacate the premises, I paying for the improvements less the value of natural fertility removed during his occupancy.

I am one who agrees with Henry George, that this world belongs to the inhabitants thereof, share and share alike; and when the time comes, if it is during my sojourn here, I am willing to divide up, only claiming value for what I relinquish. But I will never consent to be taxed on the use of land, as that is the only thing of value to me; it is only through use that I can find employment for my labor and capital. What is a farmer but a hewer of wood and a drawer of water for the balance of society? The bootblack is accorded the right to fix a price for his services; not so the farmer; he takes just what society pleases to pay him, and pays for the services of others just what they demand. Does not any sentiment being known that so long as a user of land is denied the right to fix a price upon the product of his labor, he cannot include his myth called "unearned increment" in the price of the same? Some visionary sky scraper who, like Mr. Borland, believes that the "dismal science" is an exact one, will thrash my argument into smithereens by quoting the old

fad about supply and demand coming to the farmer's aid. I know full well that if conditions of production and distribution were subject to the law of competition, the law of supply and demand might operate to do justice to the farmer. But when we know that almost every line of production is in the hands of a trust, whose sole reason for existence is to destroy competition and that the same is true of the agencies of distribution, it is not nonsense to talk about the law of supply and demand regulating the value of products and services? Again, I insist that no one but a man who will not see the truth will hold that the user of land desires a bonus from such use. "In the sweat of thy face shalt thou eat bread;" thus said the Lord to the first farmer. "Thorns and thistles shall it bring forth to thee." For forty-five years, as boy and man, I have found the thorns and thistles, but no "unearned increment." Now, in order to give the single taxers every advantage, I will admit that the law of supply and demand is in full operation; what effect does it have as a regulator of the prices of products? It compels obedience to the law of cost of production. To illustrate: A peanut vendor sets up in business on a street corner; having no competitor it only takes one to make a bargain, and he is that one. Having, and insisting upon, the right to fix a price upon his product, he will be certain to exact an "unearned increment" over and above the average profit of other business conducted under competition. Capital always seeks investment in a business which pays an average profit; it flies into a project which promises more than average profits, and our peanut vendor soon finds himself confronted with a competitor on the other corner of the street; the supply of peanuts is doubled, while the demand remains the same. We know, from observation, that in order to retain his customers the vendor first in business must cut prices, and vendor No. 2, in order to divide the trade and invite and secure custom, must cut prices a little deeper. This process will be kept up until the profits of the business are sheared of George's "unearned increment." Competition will, sooner or later, work out its mission, which is, as stated, to compel disobedience to cost of production. Hence the profits of one business cannot long remain in excess of the profits of business generally. When competition is destroyed by combination the law of supply and demand is suspended, and has very little to do in fixing prices. Now back to the farmer. He is confronted with the world's competition; combination in his business is out of the question, he is by far too numerous; cost is all he gets, and he would be only too glad to enter into a contract with society to furnish his products at cost, and let Mr. Borland or Henry George estimate its amount. They surely would give us farmers wages, and reasonable interest upon invested capital. In my next I will discuss the question of rent; surely this is "unearned increment;" we shall see.

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## DEAD MEN'S BRAINS.

BY THOMAS PRAY, JR.

Not an entertaining title, did some one say? So of many of the realities of life and its work; they may not seem entertaining because men, as a rule, *do not think*.

But to the man who does think and reason, and who does these two things from observation, there is nothing that escapes; and, from habits of reading and thinking, and going over the same ground again and again, new combinations are produced and results obtained that, if not clearly invention, certainly border on its boundaries, and enables the one making them to see far clearer than the superficial observer who is usually, like the swimmer on the surface, satisfied with display of his accomplishments and of attracting the most attention that is possible. But how is it with the man who seeks pearls?

He comes to the surface very quietly, takes in a long breath; and, unobserved, sinks again and again to the very bottom; making no noise; seeking only pearls, not attention, and bringing up to the surface, pearls of value, quietly but surely. So it is with the man who has no attraction to the places of amusement, or worse, but who turns to sources of information and seeks pearls of usefulness, of real value, which are available in all the works of life.

Years, now long ago, the writer, as a boy, was interested in some small but heavy trunks, the property of an old gentleman who, when asked what made them so heavy, answered, "dead men's brains."

Afterwards it came to be seen that, while the old gent was truthful in his answer to our youthful query, he also had an idea of stimulating our curiosity; and, in after days, he was an interested observer of our attention to some of the oldest of the records in Cicero, Pliny, Homer and Demosthenes, and occasionally he would ask "which of all the brains we preferred?"

So if the reader of this has some particular bent he or she would gratify, and it is not possible to waste four years at college in learning everything but what you were sent to learn, then it is easy, now, to procure, in reliable form, the best of the writings of those who have written carefully, if from ambitious motives, and who have left behind them the most valuable of all that has ever been put in our reach on subjects of vital importance. And it is no excuse, now-a-days, for any one to claim that one cannot get at least a good education, in any branch of knowledge, because he or she is unable to meet the expenses of a collegiate education. That day has gone, let us hope never to return. Most particularly is this true of the studies on mathematics and its kindred branches; for text books are now so plentiful that it is, at times, difficult to say to an inquirer which is the best of the number.

It is the love of good books that first made many a man eminent in his line of study. Commencing with a wish for the power to understand the things of which he read; looking at it that whoever would write must first be familiar with the subject; and then, to keep on with the higher knowledge, he who had already made some progress in a subject must keep on going higher and higher in order to fully understand the whole, has led on many a man or woman to a real love of the instructive, the entertaining, and the noble of life, from what was, at first, tedious if not distasteful.

And so it is with habit; if a man or woman is pure in thought it is easy to interest them in that which is ennobling, pure, and good; and, as they become more familiar with the subject, or more engrossed in it, they are forming habits and tastes for that which may not make one rich, but which does make one better; and, when once founded, these habits and tastes will grow in strength until the end will come only with the step of the vital functions and close of life.

"But it is so hard," and a hundred other complaints from those who have never done any one thing on their own account. Excuses! Poor workmen and good tools! But now and then we find one who turns away from the old ways and attaches for life to the new; and if any one uses but ordinary intelligence it is easier to be something than nothing; but too many of the number prefer to be nothing and attain the depth of their ambition, fully, and to their shame.

Men or women who have any ambition to succeed in some one or the many vocations or professions have the matter in their own hands. A man can do his day's work, and then spend one hour in serious study each day; in a few months he can master Cæsar, *if he will*, or he can, in the same way, clearly master Pascal; in any one of the several directions he may choose to go he may thoroughly familiarize himself with the subject. It is easy to find help, in any place, for the little aid needed when fitted to understand the primary or secondary grade of the subject; and, if the habit is once formed, it is only the time required to carry it out that is lacking, or to be filled in. Money or birth cannot and will not do the learning, nor fit the brain or hands to do the tasks or to teach from any aristocracy of person. It is a free road; it has many rocky places; there are brambles at the entrance of the path; but farther on there is the clearest of views, the most balmy atmosphere, and all of that which goes to make up the pleasantest of places or paths; from which point, when attained, it is a glorious view in any direction. And the curious thing in the view from this observation point, is that no one of the many who have attained it have ever been known to look away with any feeling of exultation.

It is perhaps not easy to understand this, but it is true that as those who have attained eminence reach such points in their career, instead of becoming pompous they are, without exception, more unassuming and less positive in their contact with their fellow men; and any exception to this that any one may call to mind, in which

assumption has been noticed, will on further consideration be found to be without the full attainment of the knowledge, not an exception to the rule.

Men who have had, or made opportunity to reach some position from which they look back, do not do so with any feeling of superiority in the simple attainment of that position; and, having travelled the way for themselves, they are the ones who do so much, in most cases, to aid those who have not even their own meager advantages, and who try to put education in the ready reach of those who cannot pay for it at all. And proof of this exists in many of the universities in the United States to-day, where a man or woman who can take care of themselves can, for a very few dollars, get a year's course under the best teachers that money can obtain, with all the advantages of libraries and apparatus that cost hundreds of thousands of dollars; and yet the tuition is only ten or twenty dollars for a course of forty or more weeks, or not as much as many a mechanic or other day laborer gets each Saturday for his weekly stipend.

Many of these very men are now saving money to give their sons such a course, but how many are spending more each month for drink than would be needed to send one or two of their sons or daughters, for a whole year, to such a place? And yet the very men who drink are the ones who curse, in roundest terms, the men who have accumulated great wealth by most assiduous attention to business, and to their own health, and who have no time to spend in the bar-room, at the gambling table, or in worse places.

Have you ever read of the splendid gift of Phil Armour to the city of Chicago, for the benefit of the young who desire a technical education—costing more than most men ever own—free, almost, to those who desire to attend. But what of the man who did this?

He is hard at work and is at his packing house at 7 o'clock in the morning, and so knows who is on hand, then at his other places, and at 10 a. m., at his offices; but he doesn't get time to run into the saloon, and he doesn't stay out all night, but when his day's work is over he gets to his home; and, no matter who calls or what it is for, at 9:30 p. m. he excuses himself and retires. This is simple; it regards his health; and it fits him to take up affairs involving millions with a clear head. And it seems that, in his own way, he has had time to dream out the scheme of the technical school, to build, fit, and then give it for the ones he wishes to have educational advantages which were denied to him in his youth. And all as free as the air that surrounds it; paid for and capable of going on many a year after his own hands shall have been crossed on his breast, over a still heart but a noble one, and one imbued with the highest motives for the benefit of those not so fortunate in the race for the world's prosperity as himself. Much more could be said of this man; he has a way of rewarding those in his employment, if they are faithful, sometimes it takes the form of a house and lot, a year's vacation, a course in college, or some other very practical reward determined by the needs of the one on whom it is conferred.

See the Pratt Institute in Brooklyn, N. Y.;—fully as noble was this to his class of young people, and it was finished before his sudden death—It is financially self-sustaining and is doing a power in the world in the way of aiding those who prefer to look up “dead men’s brains, and fit themselves for what is to come to them after fitting. But in all these places it is requisite that the person who is to be educated must fit, to some extent, before it is possible to enter; and it is the object of this article to suggest to those, who are so far from their ambition, that it is easy to attain the object if they will only be courageous and practice self-denial; study instead of throwing away time; study what is of the practical; leave off novels and “blood and thunder” ten cent trash and strike out boldly as if in the river and obliged to swim for life; put so far behind you the old that the new shall be ever beyond, just a little, to stimulate you to higher and more persistent, if well directed efforts.

The road is wide; but it is sure, if you tread it. If rocky, you need not be bruised, and if steep at first, you will acquire strength; and, if determined, you, as well as others, may rise to the heights and enjoy the view. But only after you have proved yourself worthy to enjoy it as the reward of your own efforts.

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## THE SUPREME JUDGES.

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BY GEORGE WILSON.

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Probably the last place that you would look for a friend or sympathizer would be in the ranks of the bankers. Yet there are some persons in the world who are for right because it is right, and who do not think that necessarily right, which seems to promise them the most power or money. The events of to-day are rapidly crowding us into a radical change of our institutions. Like the earth that, in its revolutions, carries us all along with it, whether we want to go or not, so these changes in human affairs get a start and we have to go whether it suits or not. Man’s natural conservatism makes him willing to let things alone as they are until the force of circumstances makes him change them. As Jefferson said in the immortal Declaration of Independence: Experience has shown that men are willing to bear great evils rather than change the form of the governments to which they are accustomed. Before the late decisions in the Ann Arbor strikes I wrote to a fellow-worker in the cause, that the first step necessary in the abolition of this second form of slavery, this slavery that capital by dishonest manipulation has put the people into, is a change of the constitution so as to elect the supreme court by a direct vote of the people. The legislatures and courts have got



things just to suit the one class, the class that enslaves. They have got things so arranged that the one class can combine and put wages at what they want to, can make any man a fugitive and a vagabond on the face of the earth, who can not get work anywhere unless he has done exactly as they have wished him to in his last situation; but when the employed want equal rights, to combine for their own benefit, the courts step in and prevent. Sometimes it is one excuse, and sometimes another, but in the language of the day, the court gets there all the same, the employer gets there all the same, and the employed gets left all the same. Now there is not a railroad company in this country but owes to the whole people its right to run at all. This right, which we have given them, they have used in a tyrannical and thievish manner to oppress their employes and to rob the people in general. The logical consequence is that the people ought to resume the rights that they entrusted these corporations with. But in all disputes the supreme court is our final master. It has shown that it is generally ready to make decisions in keeping with what it thinks best, not what the law is. Complete familiarity with the decisions in the banking and financial decisions has convinced me that the court will not decide according to the constitution but according to its own will. The intention of Mr. Cleveland, in appointing Judge Lamar, was to get a gold bug on the bench and protect the interests of the Frankfort Jew bankers, whose servant he is. The supreme court is the final arbiter of all questions; it therefore ought to be nearest to the people. In fact, it is the farthest from them of any of the three branches of the government. The people choose electors, the electors choose a president and the president chooses the judges. They are too far away from the people. Let the people elect the judges.

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## THE CONCENTRATION OF WEALTH.

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BY GEORGE C. WARD.

### No. 2.

I concluded the initial article of this series with the following tabulated statement:

Net increase in wealth in 1890 . . . . .	\$2,300,000,000
Interest charge so invested as to form a part of such net increase . . . . .	600,000,000
	<hr/>
	\$1,700,000,000
Less portion retained by labor . . . . .	80,000,000
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Residue to be accounted for . . . . .	\$1,620,000,000

I placed the gross interest charge with which productive and distributive labor was burdened in 1890, at \$1,260,000,000, and am even doubtful if that vast sum represents the total extortions of that God accursed and humanity cursing factor—usury or interest.

We now arrive at a consideration of the amount absorbed by the factor, profit.

The true economic definition of legitimate profit is *wages*. All income realized above fair wages for all those actively engaged in productive and distributive industries should, perhaps, be classified as interest, but for the purposes of this series of articles, I choose to use the commonly accepted limitation of the terms interest and profit, treating the "wages of superintendency," as a natural and necessary factor in the cost of production and distribution.

Legitimate profit does not rob labor, because it only secures "fair wages" to industrial managers or "exploiters" of labor. A full and exhaustive discussion of the various relationships to labor of the factor, profit would necessarily involve a consideration of the entire wage-working system, and would transcend the space allotted to this article. Hence I can only briefly point out some of the special features and divisions of the subject.

Profit not only appertains to the exploitation of labor in productive and distributive industries, or channels, under the wage-working system, but also inheres in the distribution of wealth, by storekeepers and sellers of goods, wares and commodities, even though the seller or storekeeper hires no help. If the profits received in such businesses do not aggregate more than the average wages realized by productive and distributive labor, it is clear that such storekeeper or seller robs no one, because he renders to society or the community valuable services and receives no more from the community than fair wages for the labor he performs.

Take a "boss" or employing carpenter, painter, blacksmith, printer, tinner or a small storekeeper who hires or does not hire one clerk or more, if such employer or storekeeper does not make more than a decent, comfortable living out of his business or employment, it is clear that he does no injustice to any one and robs no man. If the several employes of such men were to organize themselves into co-operative firms or societies, and continue to prosecute their several occupations, the first thing they must do is to rent premises for the occupancy of the business and its materials and tools; next, they must buy material and tools; lastly, they must guarantee to one of their number proportionate average wages to pay him for his services as a "boss" or manager, to contract for jobs, collect bills, buy material, etc., etc. If they should start a co-operative store, they must rent or buy a location, lay in a stock of goods, hire a manager, clerks, etc., and pay all necessary expenses. So that, so far as the small businesses are concerned, nothing can be gained by dispensing with the boss or employer, except that more men might combine in a co-operative enterprise than work for any one employer or buy goods from any one store, and so a less number of bosses, employers and store

managers would suffice, and thus a saving could be effected in that direction, such saving being available as an increase to the wage fund, and to that extent increasing the wages of those who actually did the work, or making it possible for the co-operative store to sell more cheaply. The vast majority of our employing managers of productive, distributive and repairing or embellishing industries only manage, by dint of hard work, energy and prudence, to obtain a fairly decent and comfortable living and many thousands of them annually are pressed to the wall, fail in business and lose the small capital they had invested. Very few of them, if any, accumulate any wealth, and they are numbered with the 12,350,000 families, who own, upon the average, \$1,255 to each family, and not with the 250,000 families who possess upon the average, \$186,000 to each family. Rent, interest and the profit that robs the wage-worker, in like manner robs the great bulk of employers and small storekeepers. These men are not the robbers, but should be classified with the robbed, in which category they undoubtedly belong. Until the great middle class realizes and appreciates this fact, Labor can hardly hope to be emancipated from industrial serfdom.

Where then shall we look for the factor profit which robs labor? I will tell you. Look to the vast manufacturing establishments which after paying salaries to managers, heads of departments and foremen, after paying interest upon borrowed capital or bonded indebtedness, yet pay goodly dividends to a multiplicity of stockholders who, performing no labor about the establishment, yet hold shares of stock representing, in most cases, more than the actual value of the plant. Look in the direction of the forty-three listed trusts in the United States, with a gross capitalization of \$1,352,700,000, of which \$380,000,000 is water. And yet this list does not include some of the largest and most greedy trusts in the country, because no trustworthy information concerning their capitalization can be secured. Look in the direction of the street railway, water, gas and electric light companies and many other kinds of corporations, which are bonded for all or more than they cost, and yet pay, in addition to the interest on the bonds, good, fat dividends upon a capitalization as great in amount as the bonded indebtedness. These are the profits which rob and oppress all productive and distributive labor and play an important part in the concentration of wealth in the hands of the few and the absorption of the total net annual increase in wealth. Then there are the telegraph, telephone and express companies which must not be forgotten. It is impossible to give more than an approximate statement of the profits extorted from the people by these trusts and corporations. It is estimated that the capitalization of telegraph, telephone and electric railways and electric lighting and supply companies is more than one billion dollars, the Western Union Telegraph company alone realizing net profits of \$7,312,725 in 1890.

It has always seemed to me that there was a vast amount of misconception extant relative to the amount of actual net profits realized by our large manufacturing and distributive industries. Much of

this misconception arises from the habit of counting interest paid upon borrowed capital, as profit, whereas it is a part of expenses. We hear many vague and indefinite rumors concerning vast and fabulous profits realized by our manufacturing industries, by virtue of the protection afforded by our present tariff, and yet I honestly believe that, were we to inaugurate a free trade policy, that most of our manufacturing industries would be forced to the wall, unless at the same time we, in some manner, contrived to lower the current, prevalent rates of interest upon money.

The total value of all manufactures in the United States for the year 1890, was something approximating \$7,215,000,000, classified as follows:

Textiles . . . . .	\$560,000,000
Hardware . . . . .	970,000,000
Clothing . . . . .	490,000,000
Beer and spirits . . . . .	305,000,000
Leather . . . . .	520,000,000
All other manufactures . . . . .	4,370,000,000

The total capital invested was probably about \$3,800,000,000.

The state of Massachusetts is one of the leading states in the union in point of number and importance of manufacturing industries, being a close second to Pennsylvania, and the third state in the union as to capital invested and total product, New York being the first on the list. Massachusetts produces nearly one-eighth of the total output of manufactured goods in the United States.

What then of Massachusetts? *Hunt's Merchant's Magazine* of August 22d, 1891, contained an analytical criticism of the late report of the Massachusetts Bureau of Statistics of Labor, based upon the Massachusetts census of 1885, and the result of three or four years' continuous mathematical calculations.

From this I gather these facts: Ten thousand and thirteen establishments, having \$377,711,804 of capital invested and producing \$466,933,053 of goods, make a gross profit of 16.01 per cent. on the capital invested, above cost of production. This gross profit the bureau divides up as follows: "Depreciation of machinery, implements and tools, 10 per cent.—not 10 per cent. on capital or selling price but 10 per cent. on the value of such machinery; on the selling price this is only 1.9 per cent. For interest 5 per cent. on the amount of cash and credit capital employed, equal to 2.15 of the selling price; while for selling expenses, losses and bad debts 5 per cent of the selling price is the allowance in each case. Deducting these various items a net profit equal to only 3.90 per cent. of the selling price, or 4.83 on the amount of capital invested, remains. That is, after making proper allowances and deductions the manufacturing industries of Massachusetts as a whole show a net profit of not quite 5 per cent."

It then appears from the report "that the average investment of each of 12,558 partners in private firms in the 64 industries in the state from which returns have been drawn is only \$10,701, and that on this the net profit of 4.83 per cent. yields an income of only \$517. In other words, that is all the return a partner in a Massachusetts

private manufacturing concern gets for the \$10,701 invested, and for the time, labor and attention bestowed on his business. The average investment of stockholders in corporations is but \$7,857, which at 4.83 per cent. nets a return of \$379 per annum."

This makes an average of \$517 per partner and \$379 per stockholder, realized as net profit. But, as interest the partners who had cash invested average \$533 each in addition, making \$1,050, while the stockholders, or money lenders, get as interest \$392, making \$751 altogether. In the case of borrowed capital the money lenders get the interest instead of the partners, or stockholders. My readers will remember that, in the preceding article, I charged an item of four billions of dollars, at six per cent., as borrowed capital, represented by the bonds of street car, water-works, gas and electric light companies, breweries, trusts, syndicates, manufacturing industries, etc. I also charged up, as interest, the amount paid by the railroad corporations upon their bonded indebtedness.

I estimate then, as the net profits paid by the people of the United States, above fair wages for all those engaged in labor, either manual or of management or superintendency, the amount of \$385,000,000, tabulated as follows:

Dividends paid by railroad corporations in 1890 . . . . .	\$85,000,000
Net profit to all manufacturing industries, 5 per cent. on 4 billions	200,000,000
Dividends paid by street car, water-works, gas, electric light, express, telegraph and telephone companies and large mercantile establishments, etc., etc . . . . .	100,000,000
<b>Total . . . . .</b>	<b>\$385,000,000</b>

Here again it is difficult to estimate with any degree of exactitude, the portion of this gross sum of net profits, which is invested in such manner as to remain a part of the visible, material wealth of the nation and thus become a part of the "residual increment." Much of it goes abroad, principally to England, and is invested by or used in daily support of those who receive it in the country in which they live. Many of the stockholders etc., etc., in this country used their dividends and profits to procure a subsistence, having no other means of livelihood. Much of it is loaned out at interest and forms an addition, not to wealth, but to the burden of indebtedness. An extremely liberal estimate would be to place the amount becoming a part of the residual increment at \$250,000,000, but, in order to err on the side of liberality, I will place it at that figure. We now have:

Net increase in wealth in 1890 . . . . .	\$2,300,000,000
Retained by workers . . . . .	80,000,000
	<b>\$2,220,000,000</b>
Interest and profit so invested as to become part of net increase . . . . .	850,000,000
Residue to be accounted for . . . . .	<b>\$1,370,000,000</b>

In my next communication I will endeavor to show the manner in which the factor, rent, gobbles up this residue.

[To be continued.]

## SINGLE TAX FALLACIES.

BY W. H. STUART.

No. 6.

What is capital and how is it produced?

Capital is defined by Henry George as: "That part of wealth devoted to the production of more wealth," and interest as the "just return to capital for aiding production." He defines wages as: "Whatever is received as the result or reward for exertion." He further informs us that "in the politico-economic sense of the term wages there is no distinction as to the kind of labor, or as to whether the reward is received through an employer or not; but wages means the return received for the exertion of labor in contra-distinction to the return received from the use of capital and the return from the use of land."

Wealth, therefore, from the Georgian point of view, is property divided into rent of land, interest on capital and wages. The only change he proposes in the distribution of the product is that rent of land should be diverted from the pockets of the private land owner into the public treasury, i. e., rent of land is to be confiscated to the use of the community by means of the single tax.

The old economists defined capital as that part of wealth used for the production of an income without personal exertion. But our modern apologists for labor exploitation and shallow writers like George, euphemistically describe it as "Wealth used in assisting labor in production." So stated, the impression is left on the uncritical mind that the part performed by capital or the capitalist is a beneficent one, that of assisting labor or the laborer in production. No conception of the relation existing between the capitalist and the laborer could be more erroneous. Labor produces all wealth, and the capitalist—like the slave owner—merely appropriates it when produced. For, as Karl Marx says, "The essential difference between the various economic forms of society between, for instance, a society based on slave labor lies only in the mode in which this surplus labor is in each case extracted from the actual producer, the laborer." The slave owner did it by force, by the ownership of the slave. The capitalist accomplishes the same purpose by controlling the means and instruments of production; that is to say, a small proportion of the population owning all the mills, factories, and industrial establishments of all kinds, our railroads, telegraph and telephone systems, municipal gas and electric light plants, waterworks, our street railway systems, and by control of our financial system, all of which the capitalistic class has been enabled to acquire through a bad industrial system and through vicious legislation in the interest of their class.

This wealth the capitalists have no more produced than the land owners have produced the land, but, being in possession, they are

enabled to appropriate all wealth over and above a bare living to the actual producers. The laborers being divorced from the necessary tools to make their labor effective, are forced to sell their labor power for a part of the product, i. e., for wages, which under a competitive system is a bare subsistence.

This fully accounts for the present unequal distribution of wealth. By means of labor saving machinery, propelled by steam or electricity, by intensity of labor, by increase of technical skill, and by minute subdivisions of labor, the effectiveness of labor has probably increased one hundred fold within a century. Yet, destitution is the lot of the large majority of the actual wealth producers.

John Stuart Mill says in his principles of political economy: "It is questionable if all the mechanical inventions yet made have lightened the day's toil of any human being." Karl Marx accepts the statement, with the acute remark that Mill should have said "of any human being not fed by other people's labor," for without doubt machinery has greatly increased the number of well-to-do idlers."

The term capital is a modern one, and can only properly apply to our present system of capitalist production. Under the feudal system capital could not have been used for the purpose of exploiting labor, the necessary conditions for its use were absent. Production was for use and not—only in a very limited sense—for profit. But under present conditions wealth takes the form of the production of commodities for sale and not for the use of the producer. Buying and selling has, therefore, become a fine art.

The starting point of modern industry is the revolution in the instruments of labor, and this revolution assumes the most highly developed form in the organized system of machinery in a factory. Here, often under one roof and under one management are gathered, hundreds and perhaps thousands of employees who, no longer able to compete with the owner of the new tools of production are forced to sell their labor at the market price. Labor, itself, becomes a commodity, and instead of controlling the tools itself has made, they are made the means, in the hand of the capitalist, of controlling labor.

Nor can the term wages be used to denote the return to labor under conditions named by George, as for instance, "The hunter's wages is the game he kills." There is no analogy between the primitive hunter and the modern wage slave. There was no intermediary between the prehistoric hunter and his game. The game killed was his own; society had not yet differentiated into landowners, capitalists, and wage slaves. No capitalist or landlord stood by to claim the legs, wings and breast, while they generously allowed him to retain the giblets.

The supposed beneficent role played by capital (in the hands of capitalists) in aiding production reminds me of the little boy who remarked "that his mother was very good to him." "Every time," said he, "I take castor oil she gives me a nickle." "And what do you do with the money," he was asked. "Oh, mother buys more castor oil with it," he replied.

I shall offer as a more scientific definition of the term capital,



"Wealth devoted to the production of surplus value." By surplus value is meant all wealth over and above the actual subsistence of the laborer, and by laborer I mean all who in any capacity contribute towards the production of wealth.

Let me give an illustration of the production and exploitation of surplus value, and show at the same time how little the adoption of the single tax would interfere with the process.

Near this city (Los Angeles) is situated the Chino Beet Sugar Factory. The buildings and machinery cost about \$600,000. The land upon which the plant is situated cost about \$1,000. About 5,000 acres of land is used in the production of the beets. Nearly 1,000 men find employment in producing the beets and extracting the saccharine matter therefrom, and turning the product into refined sugar. The price paid for the beets averages \$4.00 per ton, or about one and a half cents per pound, for the sugar contained in the beets. The rent the laborer pays for the land represents a tax of about fifty cents a ton. The cost of extracting the sugar is supposed to be half a cent per pound, but we will say one cent per pound. The product is sold for five cents a pound; add the bounty of two cents per pound, and the amount received is seven cents per pound—a profit of  $4\frac{1}{2}$  cents per pound. It is the general belief that the profit for the first year paid the total cost of the plant. Of course this is only a surmise; the factory owners disclose nothing as to the profits made. In Germany this sugar is sold for  $2\frac{1}{2}$  to 3 cents per pound. I only mention these facts that there may be no question that the business is a profitable one. The factory is owned by a private company or corporation none of whom are employed on the premises. All the business transacted and work done, from that performed by the manager to the humblest employe is paid for out of the product, in wages. Now let us take stock. Here is land and the raw material, which enter into the composition of the buildings and machinery furnished free, by nature. But the finished buildings, the machinery ready to work, the beets and finished product, sugar is the result of human labor. Nowhere has the land owner or the capitalist, as such, contributed to this wealth.

Ah! but, some one exclaims, "The capitalist certainly furnished the capital for the purchase of the plant." Yes, certainly, but that capital was itself the product of labor, and in the hands of the capitalist merely represented accumulated unpaid labor.

For the sake of an illustration I shall use later I will assume that half the capital used in the construction of the plant has been borrowed, say \$300,000 at 7 per cent.

We are now ready to make sugar, and outside the factory stands a line of wagons laden with beets ready to be weighed. But here let us pause and ask what are the factors that enter into and decide the price paid for the beets at the factory. There are two. First, the cost or rent for the use of the land; second, the cost of the subsistence of the laborers. Surplus value has first to be extracted from labor before there is a fund from which rent of land or interest on money—defined as contract interest—can be paid. In other words,

the land owner and the money monger share in the product-surplus value.

At \$4.00 per ton the producer of the beets is enabled to pay the landowner's tax or tribute of fifty cents per ton, and the remaining \$350 provides him with the standard of living of his class.

With laborers plentiful, and one of the principal effects of our capitalist system of production, the constant displacement of the laborer by machinery, is to create a constantly increasing reserve army of unemployed. Under such conditions, competition among the unemployed will inevitably keep wages down to the subsistence point. No matter what the returns to capital are, no more than a bare subsistence, according to the average standard of living, need be paid as wages to the laborer.

To test this, let us assume that capital becomes so plentiful that its use can be obtained for its mere replacement, (one per cent. has been the current rate on good security in London, England, recently). The interest on the \$300,000 amounting to \$21,000, would be saved the capitalist owners of the factory. Would this affect or increase the price paid for the beets, or the wages of any employe in the factory? Certainly not. Labor would still receive its cost of subsistence. The saving effected in contract interest would merely increase the surplus value accruing to the original exploiters. The contract interest taker would be eliminated without effecting the share going as wages to labor.

Now let us suppose that the single tax has been adopted, immense areas of land are thrown open to labor, access to natural opportunities are open to all, and rent, in consequence, has been enormously reduced. All one has to do now is to stake out what land he can profitably use, pay the small annual rent or single tax, and go to work raising beets for Chino. For the sake of easy calculation, say that plenty of beet sugar land near Chino can be obtained free, the private landowner being eliminated, will wages increase? Well, let us return to the factory and see. Outside the factory stands another line of beet-laden wagons. As the first drives onto the scales he asks the price of beets, and is informed—what? \$4.00 per ton? Oh, no. The price is now \$3.50 per ton. Why? Well, the answer is easy. The producer no longer pays the landowners' tax of 50 cents per ton, and subsistence remaining at the same cost, he will be as well off at \$3.50 per ton as he was before at \$4.00 per ton.

We have now eliminated the landlord and the lender, and wages still remain at the cost of subsistence. Does any single taxer object to this statement and analysis of the production and distribution of surplus value? If so, I challenge him to show wherein I err, and let him at the same time, please inform us as to the way the single tax will increase wages. But I want reasons, not rhetoric or rhapsodies. The problem is, given the tools and instruments of production in the hands of a small class—and under individual ownership they must necessarily belong to a small minority—why should wages any more than now, exceed a bare subsistence?

And I here direct the reader's attention to the fact that the factory, with the machinery valued at \$600,000, used for the extraction of

saccharine matter from beets and surplus value from labor, will, under a single tax régime, go untaxed, on the ground that capital is a good thing, which should not be discouraged by being fined. Only on the rental value of the ground on which the factory stands will this plant contribute in any way towards the support of the Government, a sum probably less than \$50.00 per annum.

But we will return to the factory. At the end of the season the books are balanced. The balance sheet will show that after setting aside a fund for depreciation and insurance, or replacement of capital fund, an equalization fund, for distributing the losses that may accrue over a series of years, it is only after these are provided for that dividends are paid. But the balance sheet shows, after deducting those items, an amount of say \$100,000 is left as profit or surplus value.

Now, the question I ask is, who created this value, and to whom does it rightfully belong? If we accept Ricardo's and Adam Smith's theory of value, which socialists accept and build upon, and on which Karl Marx bases his theory of capitalist, production and exploitation of labor—a very imperfect presentation of which I made in the April number of this MAGAZINE—then labor, and labor only produced this value, and the exploitation theory of Robertus and Karl Marx is fully established.

It may be claimed that under free competition between sugar factories the profits will be reduced to the normal returns to capital. Yes, competition between capitalists does reduce their profits. The waste of competition is enormous, but it is to be noted that this competition merely wastes capital, it never raises wages.

But competition between capitalists is rapidly giving way to combination and co-operation in the production of surplus value. The communism of capital is practicably accomplished. Real competition is now mostly confined to that class more gifted with muscle than brains.

The function of the capitalist is to organize labor for the production of surplus value, which, when produced, he appropriates, and again uses in increasing his capital, i. e., surplus value. As a capitalist he produces nothing. He does not even require superior brains. The mere possession of wealth will enable him to obtain the use of that article at a moderate cost.

Therefore, an economic scheme, like the single tax, that would perpetuate this class of exploiters, and system of exploitation is unworthy the attention of intelligent American workingmen.

In a future article I shall endeavor to show what the real and only solution of the problem must be.

In the May MAGAZINE I gave an exposition of the socialist or exploitation theory of interest. In the June number Mr. Middleton expresses his disappointment at the analysis, which he evidently credits to the writer. This does me too much honor. For the analysis there presented I can only claim the arrangement of the words. The arguments are those of Karl Marx, a man of the most profound learning, whose work "Capital," marks an era as distinct in political economy as does the work of Darwin in Biology. Of this subtle

and epoch-making work Mr. Middleton, like George and all other single taxers, appears to be entirely ignorant. Mr. Middleton has no theory of interest. He does not even defend George's peculiar justification of it. He says if he borrows \$100 or 100 bushels of wheat for one year the six dollars or six bushels of wheat is interest for the use of the money or wheat for that time. He scornfully asks, "If I borrow a man's ship or house should I not pay for the use of it when I return it." Certainly he should, for in that case he pays for the wear and tear of the property. But what loss has the money sustained while in use. I think he, himself, must admit that the parallel is not exact. And the problem remains, why this interest is paid?

Prof. Macvane, whom he quotes, is as ignorant as himself as to this problem. Why should a man be paid for the use of his savings or why should interest be a reward for abstinence? From what did Jay Gould abstain that enabled so famous an abstainer to leave one hundred millions at his death? and that will enable his descendants to abstain from any further work (if they so choose) for the next ten thousand years, provided our present system continues. The abstinence and productive theories of interest are the arguments used by pseudo economists, and by superficial writers like George, in defense of capitalist exploitation. Mr. Middleton observes sententiously, "Either the use of a thing is worth something, or it is not." I am impelled to hint that this assertion is on a plane with the wise opinions of our old friend, Capt. Jack Bunsby. Mr. M. fears that to abolish interest under present conditions would plunge us into barbarism and starvation. By interest, Mr. M. means contract interest, or interest for the use of money. Why, my dear sir, they are within one per cent. of it now in London, England, and no more than the usual amount of starvation obtains, and that only among those who do not borrow at all. There hasn't a money loaner starved there for some time.

Mr. M. is deeply concerned in the loss that would accrue to the wage-workers who have their savings drawing interest in banks, etc. I strongly advise him to read carefully the article in the June MAGAZINE, by Mr. George C. Ward, under the caption, "The Concentration of Wealth." If he, at the same time, will recall the story of the small boy and the castor oil a flood of light will be thrown on the subject that will help to mitigate his grief for the poor workingmen. Mr. M. complains that I fail to make clear the relation of the single tax to the justice or injustice of interest. To which I reply, that a defense of interest as a just return to capital is part of George's economic scheme, and a criticism of his theories that left that out would be incomplete. Neither is Dr. McGlynn, or any other single taxer opposed to interest in the economic sense of the term. Dr. McGlynn is only opposed to contract interest, a form of interest that could be abolished without interfering, materially, with interest proper, i. e., surplus value, as I have shown, I think, in this article. Mr. M. credits me with the belief that our present industrial system is no improvement on preceding ones and that I regard the feudal system and the time preceding the age of steam as a much better period for

the laborer than the present, a sort of golden age. Well, I can retort on him that a writer whom single taxers are fond of quoting, when it serves their purpose, says:

"I have stated, more than once, that the fifteenth century and the first quarter of the sixteenth was the golden age of the English laborer, if we are to interpret the wages he earned by the cost of the necessities of life." (Prof. J. T. Rogers *Work and Wages*, page 326.) No, on the contrary, I believe that the feudal system was a great advance over slavery, and our present system is better in many respects than the preceding one. Each system was a necessary step in the evolutionary process that is preparing us for the coming age of universal co-operation. Nor is it true that I consider all efforts to improve present conditions wasted. On the contrary, while well aware that all such efforts must be mere palliatives while our present wasteful and anarchistic system continues. Yet, I welcome any movement in the direction of bettering present conditions, and would gladly advocate the adoption of the single tax did I not know it to be a mere will-o'-the-wisp that a good many well meaning men are chasing, not only wasting their time but actually retarding efforts towards real reform. It is greatly to be deplored that single taxers generally are content to remain ignorant of the works of economists that are changing the trend of economic thought and action throughout the world, while their leader can not in thirteen years active propaganda count even a solitary economist of note as a convert to his theories.

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## IMMIGRATION AND EDUCATION.

BY ROBERT L. FULLER.

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Since the question of immigration has presented itself for consideration, some of our ablest statesmen have made the assertion that there is ample room in the United States for 500,000,000 of people, or 435,000,000 more than we have at the present time, and that our only concern should be in regard to the character of the immigrants; that we do not want criminals or paupers; that we should raise the character of our immigrants but not reduce their number.

These gentlemen are partly right and partly wrong. We do not think the United States, except as a precaution against disease or contagion, has any right to say to any well-disposed, honest man, who is willing to come to this country to accept its government, to accept the responsibility of becoming a true and loyal American citizen, that he shall not come.

"The earth is the Lord's and the fullness thereof" and, under the original law, all men have a right to occupy any part of the unoccupied earth, whether it be in America, Asia or Africa. But, on the other hand, governments are bound to protect their citizens in the

exercise of all their rights; they are bound (at least morally) to prevent the occurrence of anything which has a direct tendency to lead to war or to riot. At the present time there are more workingmen in this country than there are situations for workingmen to get their living by, and, while at present we do not think we have a right to limit honest immigration, we do think that there should be such changes in the laws governing the education of the youth of this country as will fit them for the increasing competition which every year presents itself to the workingmen.

Labor saving machines have taken from the ordinary workingman, more than half his chances of obtaining employment.

When, out of wood, iron, steel and brass, something is made which will do the work of a thousand ordinary men, and do it with automatic exactness, then is notice served upon every nation of the earth that their only safety is to so equip their working forces that no labor saving machines can enter into competition with them. Then the problem of keeping away the undesirable classes which, for the last eighty years have been flocking to our shores, shall be solved. Still the main problem will not be solved until no boy or girl, with reasonable energy or pluck, will ever graduate from one of our schools without being able to do something which the world will want to have done so badly that it will pay for the service.

We declaim against the sinister classes of the Old World, and at the same time neglect to prepare our own men and women for the battle of life by educating them to a higher social, moral, and intellectual plane. Then our duty is only half performed, and the penalty for our negligence will be in the supporting of paupers, and the arresting and punishing of criminals; when had each generation but half done its duty, nine-tenths of the paupers and criminals of to-day would not be paupers and criminals.

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## MR. STUART'S SINGLE TAX FALLACIES.

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BY JAMES MIDDLETON.

No 5.

Before reviewing in detail, Mr. Stuart's attempt to show that the single tax would not increase wages, I wish to enter an emphatic protest against the grossly unjust manner in which he treats Henry George.

I do this the more freely as I have undertaken to defend, not Mr. Mr. George's views, but the Single Tax.

In my first article, I laid out my line of thought in these words:

In spite of all attacks, in spite of undue claims of its devotees, sometimes put forth; in spite of the weakness of some of the arguments they sometimes offer, faults into which its greatest living advocate, Henry George, may some-

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times fall; in spite of all, it is believed in more widely than ever before, as the most just system of taxation for the present constitution of society, for all worthy classes whether rich or poor. The elimination of any one class of exploiters may not solve the economic problem, but it may be a long and necessary step in advance. Such I believe the tax on land values.

While I do not always agree with Mr. George, either in statement of economic principles nor in views of expediency in political action, I have a profound and growing esteem for him as one of the ablest and most practical champions that toiling humanity has ever had.

When Mr. Stuart devotes several pages of his article on the question, "Would the Single Tax advance wages?" in an attempt to make out Mr. George to be a shallow, ignorant writer, who maintains "that the landlords alone are able to live on the fruits of the labor of others," I must protest.

It is true that Mr. George has said, "whatever the increase of productive power, rent steadily tends to swallow up the gain and more than the gain;" but it is one thing to say that it "tends to swallow up the gain," and quite another thing to say that it does "swallow up the gain and more than the gain." The force of gravitation tends to draw everything to the center of the earth, but how much matter reaches that center?

That the landlord, under unrestricted private ownership, could take the whole surplus, could reduce all others to slavery, is something which Mr. Stuart practically admits when he denounces both landlord and capitalist as robbers, and says, the "economic system of the future will have no use at all for the capitalist any more than it will for the landowner."

That the landlord does not reduce all others to serfdom or slavery, is due to numberless causes, moral, economic and social, operating in countless ways to check selfishness and greed.

No one has pointed out more clearly than Mr. George, other robbers of labor. I will ask any one who doubts that to read Chapter IV, Book 3, of "Progress and Poverty" on "Spurious Capital and Profits, often mistaken for Interest;" "Protection and Free Trade," where he denounces the tariff; the Chapter in "Social Problems" on "Public Debt," in which he denounces our present form of funded debts and national banking system; and the chapter on "Functions of Government," in which he advocates government ownership of public franchises. The last paragraph of the Single Tax platform, which he wrote, and which was adopted at the National Conference of the Single Tax League, at New York, September 3, 1890, says:

With respect to monopolies, other than the monopoly of land, we hold that when free competition becomes impossible, as in telegraphs, railroads, water and gas supplies, etc., such business becomes a proper social function, which should be controlled and managed by and for the whole people concerned, through their proper government, local, state, or national, as may be."

Besides, Mr. George has been the most conspicuous advocate of the Australian ballot, and one of the first to publicly advocate it in this country.

I think I have shown conclusively that Mr. Stuart, by quoting a passage here and there removing it from its context, and ignoring other writings, has been grossly unjust to Henry George.



This bitter attack of Mr. Stuart on Mr. George, has nothing to do with the question, "Will the Single Tax increase wages?"

Mr. Stuart sums up his position regarding wages in these words:

For any lowering the cost of subsistence that might be affected by a decrease in the rent of land, any improvement in our fiscal policy, or by changes in our financial system; under the operation of the well-known "Iron Law" of wages, remuneration of labor must continue to depreciate to the minimum amount for which the laborer will continue the production of wealth.

No, gentlemen of the Single Tax, a scheme of economic reform that will leave the modern machinery of production and exchange in the hands of the minority of non-producers, while those who produce all wealth are left only a bare subsistence, will not do.

To prove that the capitalist will gain all that may be saved from a reduction of rent and a saving of taxation, he quotes largely from D. A. Wells, as to depreciation of agricultural rent at home and abroad, and the growth of bonanza farms in those cases where expensive labor-saving machinery may be used, as in the case of wheat.

He might have quoted from George, also, in "Progress and Poverty," (see p. 233, Lovell Ed.) "Social Problems," and elsewhere, to show the marked tendency "to the concentration of land ownership" in agriculture in this country.

While labor saving machinery is one cause of the growth of bonanza farming, it applies chiefly to wheat, oats, barley and rye. For nearly all other kinds of farming and fruit culture, it is an utterly inadequate explanation of the concentration and changes which are taking place.

Two great causes, as Mr. Wells has pointed out, are changes produced by cheap transportation and the protective tariff system. To this, George has clearly shown, must be added our whole system of indirect taxation. This whole system falls upon the consumer, and with the quasi-taxing power conferred upon the few, amounts to at least 20 % of consumption.

The little New England farmer has to pay not only his local taxes, which may be direct, but this other tax of 20 % on his consumption, as well. If the little farmer has to pay out all his income for living expenses, it makes 20 % of his income, or the whole of his possible saving, but for that tax. If the bonanza farmer expends only one-tenth of his income, his burden of indirect taxation amounts to but 2 % of his income. No wonder the little farmer is crowded to the wall.

Under a just system of taxation, the bonanza farmer's tax would be increased, holding, as he does, large tracts of land made valuable by our modern industrial development, while the burden of the small farmer, whether western or eastern, would be correspondingly diminished.

The modern bonanza farmer and modern developments of transportation and machinery furnish the strongest arguments for the Single Tax.

There is another thing that Mr. Stuart has overlooked, the tremendous increase of rents of city lands of manufacturing and commercial centers, and of franchises, that has accompanied, here and in England and Germany, the diminution of agricultural rents in

some localities, greatly increasing the total of rent which comes out of labor, as Mr. Stuart says, or rather out of the product of land and labor.

Mr. Stuart says of England, "The census report of 1881 shows that of the national product of wealth for that year, less than one-sixth was absorbed by land rent," which is greater than the public taxes, which are only about one-tenth of the product there. When we remember that a very few people own most of the land in England, this becomes important evidence in favor of the tax upon ground rent.

This estimate leaves out of account the values of the various franchises of England, which are properly rent charges, and go to swell the revenues of the few at the expense of the producers.

Says Mulhall, in his "History of Prices," page 51, published 1885, "Railway freights in Great Britain are 17 per cent. over the average on the Continent, and more than double those in the United States." "British industry is handicapped by excessive railway tariffs both for goods and passengers."

All of these rents, as Mr. Stuart says, come out of production. The greater the amount in a given annual product, the less there is for the other classes. The smaller the amount the more the producer may get and the better off will be the consumer.

Take from the Standard Oil Company, that Mr. Stuart refers to, the annual rental value of its oil lands for the benefit of the public by taxation, take from them the favors shown in transportation, and how could that company keep out its competitors?

Take from Carnegie the benefits of a protective tariff, and tax his coal and iron mines, and his manufacturing sites justly, under the Single Tax, and how could he rob his hired men on the one hand, or the consumer on the other?

The great permanent fortunes are all in land values and franchises, or stocks, bonds and mortgages based on the same, or special government privileges. Their power to hurt would be vastly diminished by abolishing protective tariffs and the adoption of the Single Tax. What farmer, what ordinary business man, what small manufacturer can wisely oppose it?

Fortunes made in speculation, unless invested in real estate and franchises directly, or indirectly in form of mortgages based upon the same, are but transitory. Where is "Old Hutch" to-day? What has become of the cordage trust? They are but an unpleasant memory.

When the Single Tax shall be adopted and railroad favoritism shall be destroyed, then the small farmer, east and west alike, will be freed from the burden of unjust taxation, which Mr. Stuart so studiously ignores, and will find a steady and profitable market for the crops for which his land and market are especially adapted, and can own or coöperate in the use of labor saving machinery.

But what has all this to do with the question of wages? A great deal, indirectly; yet, Mr. Stuart has not emphasized the connection. Though he starts out to answer that question, he gives scarcely any attention to the wage worker as such. He simply assumes that they

cannot share in the benefits of advancing civilization, following Ricardo and La Salle too closely.

I showed in my article on "Interest," that the reverse is true. Rent, wages and profits depend on the amount of the product. With an increase of production all three may increase. The amount that will go to each depends on the margin of production and the law of supply and demand. The amounts are affected much by taxation.

The study of English history and statistics is most instructive on these points. In Arnold Toynbee's "Industrial Revolution," Humboldt Library, Nos. 128 and 129, there is a vivid description of economic and social changes in Great Britain, from the middle of the last century up to 1880. Then wages were relatively high. They declined with almost uniform steadiness until the repeal of the Corn Laws, about 1843. From 1760 to 1843, nearly 7,000,000 acres of land were enclosed. Whereas, at the beginning of the eighteenth century, there were some 160,000 or more freeholders, by 1843 they had practically disappeared.

In the meanwhile, he says, (page 94.) "The problem of pauperism came upon men in its most terrible form." The following statistics will illustrate its growth:

Year.	Population.	Poor Rate.		Per head of Population.
1760	7,000,000	£1,250,000	or	3s 7d.
1784	8,000,000	2,000,000	or	5s
1803	9,000,000	4,077,000	or	8s 11d.
1818	11,876,000	7,870,000	or	13s 8d.

In 1818 pauperism reached its maximum.

He also says: "Between 1790 and 1815 rent doubled, interest doubled, wages fell." He also says: "As late as 1834 half the laborer's wages went in taxes." During that period a protective tariff held sway, and land, as such, was almost exempt from taxation.

By 1843 the condition of affairs was so intolerable for the working classes, both agricultural and artisan, that Robert Peel, the champion of protection, elected prime minister as such, became a free trader, and secured the repeal of the corn laws. During all this period landlords controlled legislation. From 1692 to the present the land tax has been four shillings in the pound of annual rental value of 1692. They have prevented any change in the assessment in two hundred years. It is true, if these lands are rented or bringing in an income they are subject to an income tax; but if they choose to have them idle, or converted into deer parks for their pleasure, they only pay on the assessment of 1692.

While numerous other causes were acting this is one great cause accounting for the growth of large estates, increase of rents and interest, lowering of wages, increase of poverty and crime up to the repeal of the corn laws. Nearly the whole burden of taxation was thus thrown upon the wage worker and other producers besides.

What followed the partial free trade introduced by Robert Peel? D. A. Wells, whom Mr. Stuart quotes; Robert Giffen, a president of the English Statistical Society, Mulhall, the world's greatest author-

ity on statistics, Toynbee and others who have carefully investigated, testify that production has increased tremendously and that the condition of the masses of Great Britain has correspondingly improved, and this in face of the fact that population has vastly increased.

I abbreviate from Robert Giffen's "Progress of the Working Classes." Since the repeal of the corn laws, 1843, wages have doubled while things to be purchased have cheapened except meat and rent. After deducting rent there is a great increase, and food consumption, especially of wheat and meat, has wonderfully increased. The increase of rent is due largely to better accommodations. Education has become well nigh universal; public libraries have been opened. In 1839, in England, there were 24,000 criminals; now 15,000. In 1849 England had 934,000 paupers; Ireland 620,000. In 1881 England had 803,000 paupers, though England's population had about doubled; Ireland but 109,000. Savings bank depositors have increased greatly as well as total deposits. Industrial and provident societies have had a corresponding development. Giffen says, "The 'poor' have thus had almost all the benefits of the great material advance of the last fifty years." With this increase in wages Mulhall shows that interest and discounts have markedly decreased.

The repeal of the protective tariffs enabled England to avail herself of cheap food, raising the margin of agricultural cultivation, diminishing farming rents. Yet wages of English agricultural laborers have shared in the great increase since 1843. If partial free trade has helped largely to these results what would be the result of complete free trade in England? If the great burden of indirect taxation on English industry could be laid on holders of lands, who, as Mr. Stuart says, now take "less than one-sixth of the product" and upon the holders of franchises, who hamper British industry with excessive charges, we could expect the disappearance of the residuum of society, the submerged tenth, the blot of our civilization, and the corresponding elevation of the masses.

These facts of history show, first, That the freedom from taxation which the single tax on land values, or absolute free trade will give will greatly stimulate production and raise the margin of cultivation, decreasing the rent and taxes individual wage workers and others will have to pay; Second, that the amount to be divided between wages and capital will be correspondingly increased; Third, that wages will be greatly increased, and the rate of profit will be diminished.

I would emphasize an especial reason for the third result, besides the law of supply and demand, or rather a modification of the law to the benefit of the wage worker and borrower. The capital of capitalists will consist chiefly of machinery, food, clothing, buildings, ships and other products of labor which must be constantly tended by labor even to be preserved, and which must be used by labor in order to give an increase. Labor creates all true capital and with access to vacant opportunities held by government (now monopolized by the few) on payment of bare rent in place of taxes, labor will have a marked advantage over capital. Capital will thus be-

come the servant of labor instead of labor, as now, being the servant of capital. Capitalists, through the very necessities of the nature of their capital, will be compelled to seek borrowers to use their capital, or laborers to make it productive; thus placing borrower and lender, wage worker and capitalist, upon a plain of equality, instituting the era of voluntary co-operation. Thus we have demonstrated, both by economic principles and historical facts, that wage workers and other producers will both gain greatly by the introduction of true free trade by means of a tax on the annual rental value of land and franchises sufficient to meet the needs of government.

In regard to the sufficiency of the single tax, to which Mr. Stuart refers toward the close of his article, he concedes what I contended for:

Mr. Middleton fears I overlooked the fact that under the single tax vacant lands cannot be occupied without payment of the assessed value to the state. I am glad to assure him that I quite agree with him, and also in the further fact that the adoption of the single tax will not destroy rent. I am pleased to make this admission, for Bro. Middleton appears to be truly grateful for any sort of admission that will tend to show any advantage of the single tax over the present conditions. However, he suggests a way out of the difficulty that I have myself elsewhere suggested, as an alternative plan, viz: For the government to hold present rental values of land (after this confiscation) to about present rates.

How can I help being grateful when he concedes what I am contending for? He concedes the vital part of my contention on sufficiency, and he ought to see that the reason I quoted Mr. Gros and Mr. Shearman is because their estimates are based on present values. I expressly disclaimed any knowledge of what rents might be in a perfect state of freedom. When Mr. Stuart says "Under such conditions," referring to George's ideal, "what the decrease in rent would be is only conjectural as to whether it would approximate to nearer to one-fourth or one-fortieth of the present rent," he shows that he himself does not know.

The lamented T. L. McCready claimed all rent was due to monopoly and would disappear in a perfect state of freedom. F. W. Walker, one of George's ablest and bitterest critics, claimed that George's tax would produce a revenue so great as to corrupt the state. *Land and Rent*, p. 139.

When Mr. Stuart says of the national product of England in 1881, "less than one-sixth was absorbed by land rent," he gives testimony of the sufficiency of present rents, as the local and national taxes of Great Britain are only about 10 per cent. of the annual product. The annual rental values of land and franchises in Great Britain must equal about 20 per cent. of the product or double the needs of government. Both in Great Britain and this country, we can, by the single tax, free labor or consumption from its whole present burden of taxation and, at the same time diminish present rents to the benefit of all, financially, except a few selfish monopolists.

I have thus met each of Mr. Stuart's objections, and have shown that they are not valid as against the single tax as the ideal method of raising the public revenues in our present constitution of society.

I await with interest his argument for complete state socialism.

# MECHANICAL.

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## NEWSPAPER ENGINEERING CURIOSITIES.

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BY THOMAS PRAY, JR.

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It is entertaining sometimes to look away from your own mistakes to those of others, and if it is not exactly pleasant to be reminded of your own blunders, it is comforting to find that other people do make them and on critical examination it is perhaps natural to say, "What a bull!"—even if that does not help our own blunders.

Taking up a New York daily paper in May, I noticed the reason for the delay of one of the ocean steamships as given. It read something like this: "The steamship ——— was delayed for twenty-two hours at sea on the —nd or until the fires were allowed to go out, and the steam to drop and the engineers were puzzled to find where the trouble was, and after much searching and hard work, it was found that the vacuum had dropped off, and as soon as this was ascertained, steam was got up and the steamship proceeded on her way." Funny, that the class of engineers on our liners, who are certainly second to no men of that class, could not find out in one second that something was wrong with the vacuum; and as any good engineer knows, it would instantly be detected if there was no gauge on condenser and connections; and the loss of the vacuum is not so unimportant as to be unnoticed or neglected for a single minute, as the consequences are sometimes serious. But the trouble in this case was that the man who had the information given to him did not understand it or what it meant, and as he put it down he had to put it into his own way of expression and so it reached the eyes of men who should know, in a very curious form.

Another and more amusing instance was noticed on the report of the new train of twenty hours from New York to Chicago, on the Hudson River, New York Central and Lake Shore R. Rs., which came in on time May 29th into both cities, and in the report in the *Chicago Daily News* on that evening appears another newspaper man's ideas as to what will prove a stunner to railroad men. It is as follows: "Only an expert would appreciate the mechanical niceties that make up this wonder of locomotive construction, but the mention of a few details will prove of interest. The four wheels supporting the truck, and which form the drivers, weigh 80,000 pounds, while the truck itself weighs 40,000 pounds, the engine drivers are six feet and six inches in diameter, the boiler has 256 flues and a heating capacity 1,851.50 square feet, the tender carries

six and three-quarter tons of coal and 3,500 gallons of water and when loaded weighs 80,000 pounds, making the total weight of engine and tender 100 tons."

It will be entertaining reading to the men who know what the weight on the drivers is, as compared with this expert who gives the weight of the truck, of the wheels, and the contents of the tender, and then makes out the weight of all as 100 tons. Of course our readers will at once see what is meant: that the weight on the four drivers is 80,000 pounds and on the truck or pilot is 40,000 pounds and that the engine, tender, coal and water all weigh 100 tons which is a good weight to put on the rails to make the "old lady" attend to the business of pulling the train forty-nine miles an hour from New York to Chicago.

It is just this kind of so-called information that is found in sundry papers in our country. It is misleading, but it is the product of the country and of the same order as the "spread eagleism" or lack of truthful statement, but a disposition to "holler" instead of represent the fact, and rely on the statement as all that is necessary, but we must have the fastest train, and the biggest engine, and the president with the best salary on earth, and our driving wheels must turn the fastest and so on. It is not exactly a lie but it is a terrible stretch of the truth, and if we get into other countries and find that we are not so well posted as we thought we were, then it is real awkward to come back and say that we were too fast, and when our newspaper engineers and experts get the whole thing mixed up and topsy-turvy, it is time to get on our feet again.

There is quite too much of this same feature in our daily press, and too much of a disregard for the truth, but it is put forth ignorantly and with no sort of disregard for the facts, but it leads later on to a doubt of any statement in this class of papers, for a man who has found out that his statement was not right, when quoted, soon does as any one would under the same circumstances, simply discredits all and doubts the whole.

The plain fact is that so many men who know nothing, even if they care, are in a business where they are like a square peg in a round hole or a first class misfit (and they miss every thing but the salary), that it is difficult to get at facts, unless sifted through so many sources that it is expensive information and totally unreliable, but it is as certainly misleading, for those who read do not know as to its unauthenticity and so taking it for truth are deceived.

But if we digress for a little and let the newspaper engineer have a much needed rest and take up another part of the same article, that will interest newspaper men least and engineers and firemen more.

The same paper says that Chauncey M. Depew, the \$50,000 a year president of the Vanderbilt family, said to Engineer Mattie Regan: "It is something to pull the fastest train in the world, that will be something of a legacy to leave your family." But the same paper doesn't say that the great man paid Mattie Regan a fifty dollar bill to



put her over the iron. Oh, no; that is another sort of a trade, and if Engineer Mattie Regan, by any of the cheap employes of the great track, should run into trouble, and leave his life then and there, what a legacy for his wife and children! This is as ridiculous as the after dinner talk of the man who has honestly earned the name of the "after dinner buffoon," and his "speech" to Mattie Regan is as hollow as his pretended interest in the men who are at work on the road of which he is the nominal head as far as representation goes.

This is about the size of the encouragement that railroad men get. Talk is cheap, and the legacy of a man who has run for years is not of the making from cheap talk, and it is equally cheap if "spouted from a fifty thousand dollar geyser," so far as any possible value to its recipient. But no doubt the engineer pulled out better for being told he was to be famous because the great man had sent him out on the "fastest train in the world," but as a sensible fellow and a good engineer, he thought what he pleased and said "nothin'."

#### A NEW TOPIC FOR CONSIDERATION.

But to turn away from discouraging and unprofitable topics to a new or pleasant one, is no doubt, of interest to the thinking men of our number, so let us discuss the new and possible scheme of employing our talents, in considering the subject of faster travel by rail. It is possible to do so, and not cause the companies any expense, and if it is called for by the traveling public, then it will eventually prove profitable. To take up the possibilities of this is not the idea at this moment, but to draw thinking energy to it in all the different points of interest, and particularly as to what is to be improved in all the different respects as to track signals, or the rolling stock, and so many other of the vital points, with which every railroad man is familiar, and to which he can in his imagination turn, to study out what is to be done, and it is to be done soon, and there are plenty of things to be done, and on which the men have an equal opportunity to get in the work necessary to secure to themselves some of the profits of adaptation and acceptance. The brain is not controlled by salaries, nor is its use in the least monopolized by the higher officers of the corporations, and it is no use to sit down and say that nothing can be done to make ourselves better off, because some one has not succeeded in his efforts. The track is clear to all who enter and run with a will, and brains are at the top in all cases. But it is not the first or second effort that gets into the region of success, but it is the man who sticks, who tries and then tries some more, and he keeps on trying, and don't lie or sit down and stop, he just tries and tries, until some day he hits it on the head, and then the boys wonder how it happened.

If you wait for it to happen, you will grow old and gray, but if you keep trying and busy, it will come sooner and better, and the time does not hang on your hands when busy, as it would if idly waiting, for "suthin' to turn up." Rooting is another, if not an elegant expression for working, and the man who roots, if with a purpose, is sure to turn up a stump, stone, or some other cover for the

treasure that is hidden under it, but he would never find it without effort.

Chance doctrines may delude some men, but work is a thousand times better. If you are foolish in your saying as to luck, drop it at once and put in a P and then your ideas are of interest. "Luck for fools, but pluck for success."

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## THE OLD AND THE NEW.

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BY WILFRED P. BORLAND.

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Whatever may be the evils of the capitalistic system of industry—and when viewed from a sociologic standpoint, they are many indeed—it cannot be denied that we are indebted to it for the vast improvements and inventions which mark the present epoch as unique in the world's history. When we consider the wonderful advances which have been made in the different branches of steam engineering within the present century, we are apt to entertain a feeling nearly akin to contempt for the genius of the ancients, and to contemplate ourselves with a feeling of superiority, because of the knowledge that the genius of our age has brought the mighty forces of nature within such wonderful subjection to the will of man.

But when we look at the matter philosophically, we shall be able to perceive that our superiority in this respect is due, not to greater genius, not to higher intellectual development, but solely to differences in social organization. We have positive evidence that, at least as early as 130 B. C., the power of steam as a motive force, was understood and had been experimented with; we cannot doubt that the genius who raised the pyramids, erected the Colossus of Rhodes, or stretched an awning over the coliseum, would have utilized this power had the motive to do so been present. The fact is, that in the economy of the ancients, there was no such thing as a motive for the invention of labor saving devices, hence, they were not invented. Labor was looked upon as degrading; everything was done by slaves, who were placed upon the same footing as the animals, and why should any one be at the trouble of inventing machines to lighten their toil? Aristotle, in his "Politics," classes all mechanics as natural slaves, and says:

"It is not, therefore, proper for any man of honor, or any citizen, or any one who engages in public affairs, to learn these servile employments without they have occasion for them for their own use, for otherwise, the distinction between master and slave would be lost."

And Cato gravely discusses, as a question of ethics, whether, in the event of it becoming necessary to lighten a boat in a storm, one

should throw overboard a slave who had lost his usefulness, or a valuable animal. When we come to examine the social organization of the ancient civilizations it is not hard to perceive the reason why they produced nothing but those grand works of architecture and art, which, in grandeur of conception, and delicacy of execution, we have never been able to even approach. Just as the laborer has achieved independence, just as the old barriers of servitude have been swept away, just as the principle of equal rights has been recognized, have the forces of nature been brought to the service of man, and there has been evolved the wonderful machines of the present day. So true is this, that one who is at all inclined to speculate on such matters, shall be able to touch the whole gamut of our present social development by studying the locomotive exhibit of the B. & O. Railway, at the World's Fair. This exhibit is designed to show the development of steam locomotion, from Newton's steam carriage of 1680, to the modern passenger locomotive of the present day. Newton's idea was very crude; he mounted a boiler upon a frame resting upon four wheels; a pipe, containing a plug valve, led backwards from the steam space, the passenger opened this valve and it was intended that the reactionary force of the steam upon the air would drive the carriage forward. It is needless to say that the carriage was not a success.

The next steam carriage was built in 1769, by Gugnot, a French army officer. It worked fairly well, and its inventor used to run it about the streets of Paris at the rate of three to four miles an hour; it did not meet with public approval however, and having tipped over one day while turning the corner of a street, the authorities seized upon it as a public nuisance and locked it up in the arsenal. The original machine is now in the museum of Arts, in Paris. The next is Murdock's steamer, made in England, in 1784, which was built mainly as an experiment, to determine the practicability of Watt's ideas concerning the running of carriages by steam. The honor of the next attempt belongs to America, and is illustrated by Nathan Read's road carriage, made in Salem, Mass. From this point the development is rapid, and all the attempts, from Newton's time to ours, are reproduced, either in the original or in the facsimile, in the B. & O's exhibit. These machines exactly mark the social development of the masses; they, as well as the numberless other inventions of the mechanic arts, are, in a double sense, the creation of labor; if labor had not emerged from its servitude and asserted its power, the machines would not be here, and we should be no farther ahead in this respect than were the ancients. That our inventions have been of vast service to all classes, no one but a rank pessimist will deny, but it is unmistakable that our unique development has already, in a measure, produced its antinomy, and, like the male bee of the hive, labor is often the miserable victim of its own creations. The next stage of development will abolish the antinomy and bring labor into the enjoyment of all the benefits which ought to proceed from the use of the things it is wholly responsible for producing.

## A NEW PLACE FOR THE FULCRUM.

BY WILFRED P. BORLAND.

Where is the fulcrum on a locomotive driving-wheel? is no new question to readers of this department, as it has been discussed in these columns both ably and exhaustively from at least two different points of view; but I am not aware that any one, on this side of the Atlantic, has succeeded in placing the fulcrum as it is placed by one of our English cousins, who contributes the following to the "Railway Review," of London, England:

*To the Editor:*

SIR:—"Loco," in his reply to "Figurative," said the fulcrum of an engine is at the center of the wheel. I contend it is not at the center of wheel for all parts of the stroke, but that it is at the crank when on the bottom quarter. To "Loco": Against which horn cheek is the axle box forced when steam is admitted against the front end of piston with big end on the bottom center? An answer to the above will oblige. Yours, etc.,

FIREMAN (Tyne Dock).

The argument which justifies the placing of the fulcrum at the crank-pin must be fearfully and wonderfully made; it is a pity we don't know what it is. There is an expression in that question, too, which would probably be a stumper to an American fireman; "horn cheeks" are not in our line of business.

The May MAGAZINE contained some comments on a supposed new invention for insuring the smokeless combustion of coal, which is being introduced in Germany. That very bright paper, *The Engineer*, punctures the new invention as follows:

[This latest invention has been a long time getting to Germany; it is over twenty years old here, and was tried on the 'Warrior,' a Sound boat and found wanting.]

Verily "there is nothing new under the sun."

Here is something from *Locomotive Engineering* that illustrates a phase of ignorance which is more common than is generally supposed:

A correspondent in Fargo, N. D., sends us the following scientific explanation (?) of the air-brakes: "The air-brakes of railroad cars work by air pressure. Pipes connected with the brakes are carried to an air-pump fitted on the side of the engine and keep up a vacuum in the brakes; when the brakes are to be applied, the air-pump is thrown out of gear, air is admitted to the pipes, and the springs of the brakes immediately press on them and bring them in contact with the wheels."

That item reminds me of a conversation between a locomotive fireman and his "country cousin," to which I happened to be a chance listener, about three years ago:

The "cousin" was in from the country on a visit, and the fireman was doing his best to astonish him with the wonderful sights around the engine house and machine shops. The two had stopped to ad-

mire a very handsome passenger engine, on the opposite side of which I chanced to be standing, when the "cousin," expressing astonishment at the wonderful power of the air-brake, and asking some questions of detail, it became necessary for the fireman to explain to him the difference between straight air and automatic. This is how he did it: "With straight air," he said, (I quote from memory) "we use a plain cylinder; the air is admitted behind the piston, which is forced to the opposite end of the cylinder thus setting the brake; but with automatic air there is a very powerful spring behind the piston, and air pressure is kept up in front of the piston, thus holding the piston back and compressing the spring; when they want to set the brake the air is let out of the cylinder, that releases the spring and the piston shoots to the other end of the cylinder thus setting the brake. That's the reason a train always stops when it breaks in two. "But," said the "cousin," pointing to the auxiliary reservoir, "what do they use that other cylinder for?" "Why, they use that to equalize the pressure," said the fireman.

The long-drawn "Oh!" from the "cousin" satisfied me that this explanation was, if not thoroughly intelligible, at least satisfactory. The fireman in question is an engineer now; I suppose he knows more about air-brakes than he did then; if not he will find himself in a fix some time or other when he least expects it.

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### THE LOCOMOTIVE FIREMAN.

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MR. EDITOR: It is doubtful if there is a man on the railroad train who is less appreciated than the fireman, and this little article is devoted to showing that he is a hard worked and unappreciated individual.

The public shakes hands with the conductor who has charge of the train, thanks the brakeman for many little courtesies, bows to the baggage master who looks after its luggage in transit, trusts its valuables with the express messenger, and talks long and loud of the "brave engineer." But the fireman, he who bends to his work and feeds the fire that makes the steam, is never mentioned.

Sometimes a purse is made up for the engineer. No one ever heard of a fireman getting a purse, but the records show that he has performed as many deeds of valor as the engineer. Again, if the train leaves the track or goes into another train, the fireman has fewer chances to escape than any man on the train, except, perhaps, the mail clerk, shut up like a rat in a cage.

When a fireman is at work, and that is nearly all the time when the wheels are turning, he stands, stooped over, shoveling in the fuel or raking the coals in the firebox; his view ahead is obstructed, and he cannot see the danger that may be dashing upon him.

The rattle and roar of the machinery may drown the engineer's warning call; a crash; the tender pins him to the boilerhead and he

is dead. Standing in the narrow gangway peering ahead, a sudden lurch around a curve may throw him off. Instances have been known when the coupling between the engine and tender parted, and the fireman dropped between them to be ground to pieces. The records show that more firemen than engineers are killed in railroad wrecks.

About the only time the fireman has a little leisure is when the train is running down grade. Then "she is shut off," steam is saved, and the knight of the shovel climbs up to a cushioned seat and takes a breathing spell. Even then, one eye is ahead, his hand on the bell-cord, and the other eye fastened on the steam gauge, whose little black hand, fluctuating back and forth, gauges his labor as well as his steam.

There is a science in feeding an engine, that is not understood by one not in the business. There is a way to throw in the coal, and to empty the shovel and close the furnace door at the same time.

It requires nice calculation that tells how many scoop loads are needed to send the hands on the gauge to the proper figure, deft handling to keep the deck of the cab clean, and a hundred other little things that go to make the skillful fireman—one that saves money for the company by husbanding the coal.

In the old days the fireman on wood-burners had a hard time of it, and certainly earned the small money he received for his services; but he had a sinecure, compared with the man in the blue overalls and jumper who stokes up one of the huge "moguls" of the present day.

These engines haul freight and eat up coal as if it were greased paper. The fireman is at work continuously, and about the only time he has to rest is when the train "takes a siding" to let a more aristocratic passenger train pass.—*Golden Days*, Jas. Elverson, Publisher, Philadelphia, Pa.

We have, so often, at times, in the past, protested against the injustice practiced by the general public and the public press, in practically ignoring the existence of the poor, hard-worked fireman, who, nevertheless, fills so important and indispensable a position on every train, that it is a pleasure to find an article like the above, in which he is given due credit for science and knowledge of how to furnish the steam to get over the road. The mouth of the press being now opened for once in his behalf, let us hope that Mr. Elverson's example may prove infectious and that we may, in the future, see the press and the public more ready and willing to give the fireman all the credit he merits.

Some years ago (indeed so long ago that it is likely none of the present generation of firemen were firing then) I saw a statement that a bet was made by a young man named Holly, that he could run a locomotive a mile on a level piece of track without water, fire or steam in her. The proposition seemed so absurd on the face of it, that when young Holly offered to make the bet he was quickly taken up, and a suitable piece of track having been selected at some little

distance from the round house, at the first favorable opportunity, young Holly, riding in state on his cold locomotive, was towed out to the place of trial. To the surprise of his opponents, by the time he got there, young Holly had somehow obtained the requisite power to run his mile and win the bet.

Now let us hear what your correspondents have to say on this. In the first place, is the story true? Can it be done? If it can, how can it be done? If you had been in Holly's place, how would you have arranged things on your locomotive to get the power you wanted? This may not seem practical, yet the underlying principle may often be useful in every day practice.

*William Weiler.*

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### MORE ANSWERS TO KNAPP'S QUESTIONS.

MR. EDITOR:—As Mr. Garaghty has answered Mr. Knapp's questions, in part, I would like to say a few words on the same subject.

Is there no way to avoid placing the saddle pin back of center of link saddle? I think it could be placed in the center by giving more lap to one end of the valve.

In answer to Mr. Knapp's second question, I would say that the oil goes to the cylinder because there is a vacuum created there by the steam being condensed, and the steam pressure on the lubricator forces the oil to cylinder.

I differ from Mr. Garaghty in my ideas as to the proper answer to Mr. Knapp's third question.

I think that with twenty pounds of steam, injectors, tank valves, and hose air tight, the boiler could be filled by blowing off the steam and creating a vacuum in the boiler. The air in the tank would then force the water into the boiler.

I have known of one engine which if left to die without tank valve being shut off, would fill her boiler in that way.

I am only a fireman of a few year's experience, and am not at all positive about the correctness of these answers. I simply write to give my ideas.

NEVADA, MO.

*F. H. Watson.*

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### SOME QUESTIONS.

MR. EDITOR:—Please publish the following questions in the Mechanical Department of the MAGAZINE:

1st. When a Monitor injector is working, and the heater cock is put clear down, will water still proceed on into the boiler?

2nd. Do the top and bottom guides wear alike?

3rd. Most engineers say a certain wedge is stuck, what do they mean? Does the wedge stick to box, or does the box stick to wedge?

By securing answers to the above questions you will greatly oblige me as well as others.

BIRMINGHAM, ALA.

*Francis O. Harvey.*



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QUERY.

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MR. EDITOR:—What is the mechanical answer to the question below?

What is the piston power of an engine?

*M. C. Martin.*

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CLINKERS.

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That aphorism of Crockett's "be sure you are right and then go ahead," contains about all the elements of a safe rule of action that any man needs in the philosophy of railroading; if enginemen would paste it on their hat bands there wouldn't be so many of them traveling around the country looking for a job.

The great trouble with many men is that they are afraid of "Mrs. Grundy;" afraid that their determination to know they are right before going ahead will be construed as over-timidity, ignorance or dampfoolishness, and they often subordinate their better judgment to the fear of the adverse criticism of their fellows.

The intensive railroading of the present day renders it imperative that a man must frequently work on a very small margin of safety if he would be a success; but it by no means follows, as is often the case, that he should, under any conceivable circumstance, abandon safety altogether.

There seems to be a feeling of egotism in the natures of most men, which they sometimes make great sacrifices to satisfy, and there is nothing makes an engineer feel better after he has made a bad break and come out of it safely, than to have the "con" pat him on the back, tell him he's a "daisy" and the only man who knows how to get 'em over the road in any kind of shape.

I'll admit that it is gratifying to be pointed out as the man who always "gets there Eli," and who isn't afraid to take chances now and then which other men wouldn't think of; but it is a mighty sight more creditable to be pointed out as an absolutely safe man, and the latter will generally be found holding down a good job somewhere while the former is traveling around the country "on his uppers."

Here are two circumstances which I have in mind: Some years ago, while firing for one of the best engineers I ever had any experience with, we were pulling an extra and it was desirable that we should make a certain meeting point for a passenger train. If we didn't make our meeting point we should have to lay back six miles and were sure to be laid out an hour or two in completing the run. We did our best, but when we came to the siding six miles from our meeting point we only had eleven minutes to make it. The engineer looked at his watch, made a motion to shut her off, then changed

his mind and pulled her wide open; when we cleared the last switch we had just ten minutes to make those six miles and get into clear. The track was all in our favor and we had good brakes, still it was twelve minutes before we were into clear at our meeting point. When we came to a stop on the siding the engineer heaved a great sigh of relief, and when the passenger train thundered by us, five minutes late, he turned to me and said: "I wouldn't take that chance again for all the railroads this side of hell."

About two weeks ago a certain engineer was pulling a west bound fast freight, which runs at night. The opposing train, which had rights, was behind time, and orders were issued to meet at a point some distance west of the regular meeting point. An extra, running ahead of the opposing train, made the same meeting point for the west bound train, and, approaching his meeting point and seeing the extra into clear all right, the engineer at once jumped to the conclusion that it was the regular which he had orders to meet there, and pulled her open and went sailing by to crash into the other train just around a curve about a mile west of his meeting point. Both engines were converted into scrap and the train crews escaped death simply by a miracle.

In the first instance, the engineer went ahead knowing he was wrong; in the second instance he went ahead without being sure he was right. Both cases are to be avoided; "be sure you are right and then go ahead" and you'll railroad a long time before getting into trouble.

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It is noteworthy that the superfluous Nickel Plate road (N. Y. C. & St. L.), which was built in 1882 to sell out to the Vanderbilts, and after accomplishing the shrewd but not very lofty purpose of its projectors, has been kept alive as a freight tender of the Lake Shore road, has at last been put to use as part of a first-class through passenger train route between Boston, New York and Chicago. It is also notable that it is made the means whereby the Philadelphia & Reading and Fitchburg railroads are added to the list of trunk lines having through trains to the west.—*Railway Age*.

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WE thought it was generally known by this time that an old piston in a fire is about as dangerous as a loaded shell, but it seems that parties in Chattanooga, Tenn., were not aware of it, for a piston in the blacksmith shop of the Cincinnati Southern Railroad Company exploded May 4th. The shop was totally wrecked and two men were instantly killed and three others hurt. The piston head was undergoing repairs. Where mineral oil is used the inside of the piston is coated with it, heating the same to remove the rod generates gas which is highly explosive.—*The Engineer*.

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THE Lake Shore & Michigan Southern has notified its employes that they will be given vacations to attend the World's Fair, and passes will be furnished them and those dependent on them for support. A good example.—*Railway Age*.

THE fact that the Kansas railroad commission felt it necessary to formally rule "that railroad companies have a right to operate through trains for the accommodation of long distance passengers and can not be compelled to stop at small stations" suggests what may be one result of the new era of "granger legislation," which is about to be inaugurated in that state. Numerous little towns along the great railways from the Missouri river to Colorado had complained that the roads would not stop all trains at those points, unmindful of the fact that such stoppages would require the abandonment of fast through train service, and subordinate the advantage of the public generally to the convenience of the few. The commission took a broad view of the question, but the appointees of the new "populist" governor may not do likewise.—*Railway Age*.

AN interesting experiment has just been made on the London & Northwestern Railway with the engine Greater Britain with a view of testing the capabilities of that huge locomotive. Every day last week but one the engine made the journey from Euston to Carlisle and back, leaving Euston with the 10 A. M. express, and returning with the postal train at night, her daily run thus reaching an aggregate of 600 miles. The usual practice is to change engines at Crewe, but on these trips the Greater Britain brought the train all the way, only changing her driver and fireman at Crewe. In the week the engine covered 3,600 miles, drawing heavy trains, and ran fourteen hours a day at an average speed of between 45 and 50 miles an hour. This remarkable run was accomplished without a hitch of any kind.—*Railway Review (London)*.

IN the course of a report made to the general manager of the Cincinnati Southern on a test of simple and compound locomotives, Mr. James Meehan, superintendent of motive power, directs attention to the difference in evaporative power of good and inferior coal. He says the difference is 33 per cent. in favor of the good coal, and this is by no means offset by the difference in price. This is a subject that deserves much more consideration from railroad managers than it usually receives. It is quite common to find coal differing in heating power all the way from 25 to 50 per cent., and yet they will hesitate to pay 10 per cent. more for the superior coal.—*Locomotive Engineering*.

LAST summer the junior philosopher asked a Scotch engine driver if the company employed any "body-snatchers." He did not just know what "body-snatchers" were until it was explained that they were extra men who were sent to engines ordered out, to take them in case the regular man did not show up the required number of minutes before leaving time. "We dinna ha' the like," said he, "but we ha' the excise man." Then the j. p. was stuck. "Breath testers, mon," he explained, "them as see wha has gang adrift wi' John Barleycorn and lost the abeellity to gang awa' wi' their trains."—*Locomotive Engineering*.

THEY have curious ways of attending to engineering matters in China. A case was lately reported by a correspondent of *Engineering* where a river broke through its banks, inundating a large extent of country. The Emperor gave orders to the engineers of the district to close up the gap, and they did their best but failed. They were immediately stripped of their decorations and cast into prison. Another set of engineers were appointed; they succeeded in closing the breach and received great honors.—*Locomotive Engineering*.

CUBES of coal with faces five, seven and ten feet, respectively, will be exhibited at the World's Fair. They were mined at the same place in Logan County, W. Va., and are of different strata in the mountain.—*National Car and Locomotive Builder*.

ONE of the men who took an engine in the recent strike on the Ann Arbor road dropped the crown sheet of one of their new Mogul engines the other day, and the newspapers report that General Manager H. W. Ashley said of it:

"The explosion was caused by the crown sheet of the engine falling in, an accident in no wise the fault of the engineer and liable to happen on the best of roads."

It's something new to hear that engineers can't help the dropping of a crown sheet—they always get fired for it.

But if the Ann Arbor crown sheets are predisposed to this "falling in," we should advise the use of the famous vegetable preparation invented by the late lamented Mrs. Pinkham; or the employment of engineers—real live ones—has been known to stop it.—*Locomotive Engineering*.

SOME one has patented an invention which consists of deepening the needle beams of cars and making that a seat for the truss rods instead of the usual queen post. The patentee is already after some railroad companies for infringement. He ought to have some difficulty collecting the royalties. It is one of the most impudent patents we ever heard of being applied for. The practice of using the needle-beam as a queen post is nearly as old as car building. We are only surprised that some one does not get a patent on the diamond truck. Some combination could doubtless be devised that would be patentable, and superlative assurance on the part of an agent might lead some railroad managers to pay royalty for the sake of peace and quietness.—*Locomotive Engineering*.

It is claimed that the best time on record was made on the evening of November 18, on the Central railroad of New Jersey, by one of the large Vaucala compound passenger engines, which were illustrated and described in the *Journal* for June last. On the evening in question the engine, running with a regular train, consisting of a combination car, two day coaches and a Pullman car, ran one mile, near Fanwood, N. J., in 28 seconds, and the succeeding mile in 37 seconds; or at the rate of 94.74 and 97.80 miles per hour respectively. The engine had previously made a mile in 39 seconds. At the time of the run there was a high wind.—*B. R. and Eng. Journal*.

HENRY MEYER, a stationary engineer of Alton, Ill., is the inventor of a switch protection which provides for an iron cage over the switch stand. Into this cage the switchman must go in order to unlock the switch. The instant he throws the switch to the side track the cage closes and makes him a prisoner. He can only get out by throwing the switch back to the main track. An open switch in case of accident, will thus hold the party to blame where he can be found.—*National Car and Locomotive Builder*.

THE distance from Jersey City to Washington is 229 miles, and the fastest trains now cover it in five hours. Not satisfied with this rapid work the Pennsylvania railroad is said to contemplate a schedule of four and a half hours. This would require an average speed of 50 miles an hour without allowing for stops and slowing up through Baltimore and Philadelphia, and would be altogether a great performance.—*Railway Age*.

THE Chicago & Western Indiana have ordered 4 locomotives from Cooke's. The Chicago, Rock Island & Pacific have ordered from Baldwin's 6 ten-wheel engines and 6 Forney suburban engines, with three pairs of drivers connected and three pairs of tender wheels. The Baltimore & Ohio have ordered 50 engines from Baldwin's.—*Locomotive Engineering*.

ACCORDING to *Electrical Industries* 84 new electric railways have been built in the United States during the last year. The new roads and the extensions of old ones aggregate 1,530 miles. The number of electrical roads is now 469, with a total mileage of 5,446 miles and an aggregate capital of \$250,870,000.—*National Car and Locomotive Builder*.

THE Pennsylvania Railroad compound, built at Altoona, has been pulling trains for about two months, and has given entire satisfaction in every respect. The engine steams so freely and uses so little fuel that the intention is to use oil as fuel, and they are now putting on the necessary apparatus.—*Locomotive Engineering*.

THE discontented and ugly feeling on many of our Eastern roads among the engine crews could be permanently cured by the companies paying for overtime. The stealing of overtime by the companies is costing them dear and a day of reckoning is coming—better stave it off.—*Locomotive Engineering*.

THE best trains of the Great Northern of Ireland are lighted by electricity; there are four incandescent lights in each compartment. A storage battery system is used.—*Locomotive Engineering*.

### SOME THINGS TO REMEMBER.

The following questions and answers are taken from the *American Machinist*:

C. C., Cleveland, O., writes: Kindly enlighten me on one point of the valve motion, of which I am ignorant. We will suppose that the link motion of a valve is correct, could it be so arranged by setting the saddle pin out of center as to cause the steam to be cut off at the same point of the stroke for both ends of the cylinder? If so, would there be a perfect exhaust, or in other words, would the valves be square? A.—The saddle pin can and should be moved out of the center line of the link, towards the eccentrics, so that the steam will be cut off at equal distances from both ends of the cylinder. Under these conditions the exhaust will be practically perfect, or as the engineers would say, the valves will be square. Of course we assume here that the lifting shaft has been placed in the correct position, otherwise satisfactory results will not be obtained by simply moving the saddle pin out of the center of the link. 2. Again, if we divide the eccentric rods by the cut-off, say at 9 inches of the stroke of piston, would the point of release occur at the same point from each end of cylinder, and therefore have square valves? A.—The cut-off should in no wise influence the setting of the eccentric rods; these in connection with the eccentrics, are set simply to give the valve the correct relative motion to that of the piston. Any attempt to regulate the cut-off by the length of the eccentric rods will result in a distorted valve motion.

J. M., New York, writes; I have read in the press of the country on different occasions that a polished steel disk 6 inches diameter and 1 inch face, running at a speed of 6,000 revolutions per minute, will cut through any kind of metal. If such is the case I would like to know if a larger or smaller disk could not be used with like results; also who is the manufacturer of the machine? A.—Disks are frequently used for cutting metals, but we have not seen a disk 1 inch thick used for the purpose. For sawing any section of iron while cold the cold saw is sometimes used. This consists simply of a plain

soft steel or iron disk without teeth, about 42 inches diameter and  $\frac{1}{8}$  inch thick. The velocity of the circumference is about 15,000 feet per minute. One of these saws will saw through an ordinary steel rail cold in about one minute. In this saw the steel or iron is ground off by the friction of the disk, and is not cut as with the teeth of an ordinary saw. Reese's fusing disk is an application of the cold saw to cutting iron or steel in the form of bars, tubes, cylinders, etc., in which the piece to be cut is made to revolve at a slower rate of speed than the saw. By this means only a small surface of the bar to be cut is presented at a time to the circumference of the saw. The saw is about the same size as the cold saw above described, and is rotated at a velocity of about 25,000 feet per minute. The heat generated by the friction of this saw against the small surface of the bar rotated against it, is so great that the particles of iron or steel in the bar are actually fused, and the "sawdust" welds as it falls into a solid mass. This disk will cut either cast-iron, wrought-iron or steel. It will cut a bar of steel  $1\frac{3}{8}$  inch diameter in one minute, including the time of setting it in the machine, the bar being rotated about 200 turns per minute. See Appleton's Cyclopaedia of applied mechanics. These machines you can obtain from any dealer in machinists' tools and supplies.

J. D., Bluefield, W. Va., writes: I have to repair a certain locomotive fire-box by putting on the inside a patch with patch bolts; the patch is about two feet by three feet, of steel. Between the fire-box sheet and the patch I propose to put a piece of  $\frac{1}{8}$  inch copper. Now A. claims that the copper will cause the patch to burn away sooner than without the copper; B. claims that the copper will burn first. We leave the question whether the steel or copper will burn first for you to settle. A.—Practically, there will be no difference between the wear of the copper and steel as you propose to use them. If the patch is in a position which will not prevent the use of calking tools, a good boiler-maker would use no copper for making a tight joint, as the difference in expansion between the steel and copper may cause trouble.

G. G., Knoxville, Tenn., asks: What diameter of pipe would be necessary to blow off steam from a 40 horse-power boiler as fast as it is generated? Please give rule for computing this diameter? A.—The term horse-power in this case is very indefinite, and cannot be used as data from which the diameter of the escape pipe can be calculated. This diameter should be found from the grate surface. We should make the area of this pipe equal to that of a common safety valve. The United States regulations require that safety valves for ocean and river service shall have an area of not less than 1 square inch for each 2 square feet of grate surface, when the common safety valve is employed. If, for instance, the grate area is 16 square feet, then according to the above requirements, the area of the escape pipe should be  $\frac{1}{2}$ —8 square inches; the corresponding diameter is  $3\frac{1}{4}$  inches nearly.

H. C. S., Baltimore, Md., writes: Please define the meaning of a triple compound condensing engine. A.—A triple-expansion condensing engine is one in which the steam is expanded in three different stages, and after it leaves the low-pressure cylinder it is condensed. A triple-expansion engine has usually three cylinders, a high-pressure, intermediate-pressure, and low-pressure cylinder. The first stage of expansion takes place in the high-pressure cylinder; the second stage takes place in the intermediate cylinder, and the third in the low-pressure cylinder. Sometimes a triple-expansion engine has two low-pressure cylinders, in this case the third stage of expansion takes place in these two cylinders conjointly; or if the engine has two intermediate cylinders, the second stage of expansion takes place in these two cylinders.

And the following are taken from *Locomotive Engineering*:

A. P., Winslow, Ariz., writes: I am running an engine that is square when on track curving to the right, but when on opposite is quite lame. She is a ten-wheeler with double-rocker boxes. What is the probable cause of this?

A.—We don't know—some local cause. 2. When this engine is working full throttle, it is almost impossible to hold reverse lever when taken out of notch in quadrant. Valves, rocker-boxes and eccentrics have been examined, but the trouble has not been located. A.—The friction of the eccentric straps on the sheaves causes most of its "pull," and the angle of the links intensifies it at certain points of the revolution. Some engines, built with two rockers or with motion-bars are often almost unmanageable from this cause. We should like the experience of some one who has found the cause of the disease—and cured it.

A subscriber, Collinwood, O., asks: 1. Why is the pin of the link not put in the center of the block? A.—Because putting it back of the center helps to provide the means of equalizing the cut-off of the valve. This question has been answered a great many times and more particulars given. 2. Why will a lubricator sometimes nearly empty itself when left standing? A.—A common mistake is made in asking this question. Sufficient information is not given to enable us to judge what the defect might be. In the first place, the kind of lubricator ought to be mentioned, and then particulars as to how the instrument acts.

W. G. B., Ashland, Ky., writes: We use Ohio river water and Bellfield and Monitor injectors. Why when weather gets warm does water waste through overflow while injector is working a great annoyance? And no one have I found who can remedy or tell me the cause. A.—When the water gets too warm it does not condense all the steam, which generally causes the injector to break. A heavy fall in steam pressure will cause injector to waste at overflow. Try shutting off part of the water supply on giving the instrument more steam.

I. A. M., Des Moines, Ia., says: 1. I have been reading books about the steam engine, and have met with the expression "coal per horse-power." I am puzzled to know how long the horse-power is to be used. Is it a minute, an hour or a day? A.—An hour. 2. What is considered the amount of coal required to produce a horse-power? A.—It varies from 2 pounds in good engines to 10 pounds in poor ones. Some Corliss compound engines are reported to be producing a horse-power on as low as  $1\frac{1}{2}$  pounds of coal.

E. S., Brookline, Mass., asks: I want to know whether in England or on the Continent there is in use any brake that will apply its power to every wheel in the train, or, if there is not, please explain the kind of brake in common use? A.—Passenger trains in Europe are generally equipped with automatic air-brakes or automatic vacuum-brakes, there being much more of the latter than the former in use. Freight trains are not so equipped.

W. R., Washington, D. C., asks: Will you kindly tell me, through the columns of your paper, what causes the peculiar groaning noise the air-pump makes when first started, and a remedy? A.—Groaning is usually caused by water in the cylinder; dry or cut seats or cylinder walls. Drain the cylinder before starting, start slowly, lubricate carefully; if cutting has taken place to any extent it can only be cured in the shop.

L. G., Cleveland, O., asks: Will you kindly inform me what is the matter with air pump governor. It will stop the pump at 30 pounds in spite of how much it is screwed down; governor and pipes are perfectly free from dirt or gum and look O. K. every other way? A.—We don't know. This is an individual case, the cause probably being local.

J. D. B., Santa Fe, N. Mex., asks: Why will an eight-wheeler slip easier than a ten-wheeler, both same size cylinders? A.—The ten-wheeler probably has more weight on the drivers and has some more friction, in its extra parts, to overcome.



# WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER, INDIANAPOLIS, IND.

## THE WORLD'S CONGRESS OF REPRESENTATIVE WOMEN.

One of the drawbacks to magazine writing lies in the fact that it is a long time after anything is written before it reaches the readers ; and yet I believe that two months from now there will still exist a vital interest in the Woman's Congress of the World's Fair, which has just closed. It was an event whose influence will be felt in the next century, through the effect it will have upon the status of women. This Congress was the largest and most important gathering of women the world has ever seen, and it will be many years, not in the lifetime of the present generation, perhaps, before an occasion will present itself for a similar assemblage. Two or three times each day, for seven days, the Art Institute was filled to its utmost capacity with a crowd of earnest, interested women, apparently from all conditions of life, except the lowest. When it is known that the Institute holds from ten to fifteen thousand, and that, at every meeting, hundreds went away unable to gain admittance, some idea of the great interest that was felt in the Congress may be obtained. Every woman who listened to the eloquent and forcible addresses on all the great questions which are of such vital interest to humanity, went away strengthened in her convictions and determined to do something and be something greater and better than her life had known before.

A brief sketch of the origin of the Congress may be of interest. In order that the Columbian Exposition might not be an exhibit of material things only, it was decided to hold a series of Congresses which should illustrate the mental and spiritual growth of the nations. Mr. Charles C. Bonney was made President of this Congress Auxiliary, Mrs. Potter Palmer, President of the Woman's Branch, and Mrs. Charles Henrotin, Vice President. These Congresses are to last during the entire six months of the Exposition and to be held as follows :

### MAY.

- |                                     |                   |
|-------------------------------------|-------------------|
| I. Woman's Progress . . . . .       | Commencing May 15 |
| II. The Public Press . . . . .      | Commencing May 22 |
| III. Medicine and Surgery . . . . . | Commencing May 29 |

### JUNE.

- |                                      |                    |
|--------------------------------------|--------------------|
| IV. Temperance . . . . .             | Commencing June 5  |
| V. Moral and Social Reform . . . . . | Commencing June 12 |
| VI. Commerce and Finance . . . . .   | Commencing June 19 |

## JULY.

- VII. Music . . . . . Commencing July 3  
 VIII. Literature . . . . . Commencing July 10  
 IX. Education . . . . . Commencing July 17

## AUGUST.

- X. Engineering . . . . . Commencing July 31  
 XI. Art, Architecture, etc. . . . . Commencing July 31  
 XII. Government, Law Reform, Political Science,  
     etc. . . . . Commencing August 7  
 XIII. General Department . . . . . Commencing August 14  
 XIV. Science and Philosophy . . . . . Commencing August 21

## SEPTEMBER.

- XV. Labor . . . . . Commencing August 28  
 XVI. Religion, Missions, and Church Societies . Commencing September 4  
 XVII. Sunday Rest . . . . . Commencing September 28

## OCTOBER.

- XVIII. Public Health . . . . . Commencing October 10  
 XIX. Agriculture . . . . . Commencing October 16

The women did not want to hold their Congress first, as the Institute was still unfinished, comparatively few people were in attendance at the Fair, and there was no precedent to guide them in regard to methods, management, etc.; but, as the first Congress was considered the least desirable, it was given to the women. They accepted it and they made of it such a success, they set such a standard, as no succeeding Congress will be able to approach, according to the general opinion.

At the National Council of Women held in Washington, in 1888, an International Council was formed, of the prominent women in this country and Europe, which was to meet every five years. The first meeting was to be held in London, in 1893, but, upon the earnest invitation of Mrs. Palmer and Mrs. Henrotin, it was decided to hold it in Chicago. When Mrs. May Wright Sewall, of Indianapolis, President of the National Council, went to Chicago to consult with President Bonney, he proposed to her to merge the International Council of Women into this Woman's Congress. She agreed, and he appointed her chairman of the committee on arrangements and placed the responsibility of the immense amount of necessary preparation in her hands. The unparalleled success of the Congress is due principally to her remarkable executive ability and power of organization. Last summer she went to Europe and held a number of public meetings in the interest of the Congress. She was granted an extended audience with the Empress Frederick, of Germany, and held a meeting in Paris under the auspices of Madame Carnot. She addressed these meetings in German and French, her efforts met with cordial recognition, and arrangements were made by the different countries to send delegates.

It was well-named the Congress of Representative Women. Upon its platform sat the women of the United States who are most distinguished in philanthropy, religion, temperance, politics, education

and all of the different lines of work in which women are engaged. Upon this platform also were noted women from every country in Europe, except benighted Turkey. The addresses of welcome were responded to in every language that is spoken in Great Britain and on the continent. This was a spectacle never before seen, and it did more than was ever accomplished to promote the fellowship between nations and to create a common bond of sympathy and affection. But this circumstance, wonderful as it was, was not so remarkable as the fact that upon the same platform, in the most fraternal spirit, sat women ministers of many denominations, Protestant and Catholic, Jew and Gentile, white and colored, Mrs. Ballington Booth and others of the Salvation Army, and the most famous actresses of the present day, Helena Modjeska, Clara Morris, Julia Marlowe and Georgia Cayvan. Women are often charged with being narrow and prejudiced, but it will be admitted that no such fellowship was ever seen at a convention or gathering of men.

Another point is worthy of notice right here. In this great assemblage of women, working together for seven days and nights, collected from all parts of the globe, interested in the most widely diversified objects, there was not a discordant note; no quarreling, no wrangling as to place or precedence, all harmonious, dignified and peaceful. This scarcely could be said of any similar convention of men. There was still another important feature of the Congress. Its discussions included forty great questions of the day and age. Each was ably treated by one or more women who are leaders in the organized work that is being done along these lines. There is not one of these organizations that is not laboring for the good of all humanity, not one which is carrying on its work for selfish reasons. They represent not less than a million and a half women who are directly connected with these organizations, and an infinitely larger number who are in sympathy with their purposes. It is not possible to estimate the good that is being promoted through the combined efforts of this large army of earnest, energetic and devoted women; nor can one comprehend the loss it would be to every community, were it deprived of the religious, educational and philanthropic services of its women. Does it not seem a self-evident conclusion that these women should be given every opportunity and clothed with every power to enable them to carry on their great work under the best possible conditions? Another characteristic which challenged attention was the personnel of the Congress. Here was this great body of more than four hundred speakers and not one woman on the platform whose name had ever been connected with a scandal or whose character bore even so much as a scar to tarnish its purity. In the face of this unimpeachable testimony, will people go on saying that public life will be ruinous to the reputation of women, and that, if women are invested with political power, the bad women will come to the front and control things? They have plenty of chance already to do this, but they do not show any disposition to take advantage of it.

From its inception, there was a determination not to make this a "woman-suffrage" Congress. It was the intention to treat all national organizations exactly alike, therefore one session was set apart for temperance, one for education, one for clubs, one for suffrage, etc., but, from the beginning, the suffrage sentiment dominated everything. If one went into a meeting of any description, he heard the demand for suffrage. It was the key note of every discussion. Even at the ministers' meeting, and there were thirty ordained women ministers present, the suffrage question came to the front, and it was declared that only through this power could women wield their greatest influence for the regeneration of the world. Day after day was it found necessary to hold overflow meetings in order to give the people the gospel of suffrage which they demanded.

The heroine of the congress, the woman who was most eagerly listened to and most constantly called for, was Susan B. Anthony. Her appearance upon the platform was the signal for outbursts of applause, and every sentence was cheered. Next to her in popular favor, was Lucy Stone. A generation ago these two women were egged and stoned for advocating these same principles which now were received with cries of approval. Rev. Anna Shaw, one of the ablest of the suffrage speakers, was obliged to go from one hall to another, daily, to satisfy the demand for her speeches. Repeatedly these three women had to call on policemen to enable them to get through the crowds which thronged about them in admiration. Let it be remembered that these audiences were almost wholly composed of women, who, at the rate of from ten to fifteen thousand, crowded the building twice or thrice, daily, for a week. It was they who demanded the suffrage speeches and applauded the suffrage sentiment. And yet, doubtless, there are men in Chicago, to-day, who will argue that women do not want suffrage. The majority of the sentiment, however, as heard on street corners and lobbies and clubs, was to the effect that woman suffrage was sure to be granted and that the time for it was near at hand. What women always have lacked has been organized effort, and that now is about to be made.

An amusing and at the same time lamentable feature was the desperate attempts of the newspapers to get something sensational out of the congress. They could not bear the idea of this great convocation of women holding a week's meeting and disbanding without a row or a scandal. The dress reform session offered a small opportunity, which they made the most of. This meeting was held in one of the minor rooms of the Institute, at which half a dozen ladies donned the costumes that had been designed for rainy day wear, the Syrian, the gymnastic, etc., in order to let the other ladies present see the different styles. The dresses were more modest than the fashion of the sheath or tight fitting dress skirts that have prevailed for several years. These costumes were shown for about two hours, one morning, and that was all, but to read the papers one would judge that the wearers paraded the streets in them the whole seven days. All of the beautiful costumes that were worn by these same ladies,

some of them imported from Paris, were entirely lost sight of in the desire of the newspapers to produce something sensational. Another case in point was the attempt to make out that a certain speaker was crowded off the platform through envy and malice, and that President Bonney was going to take the matter in hand and see that she be permitted to speak. The newspapers devoted columns to this affair, spoke of a "scrap" and a "hair pulling match" between her and Mrs. Sewall, etc. The facts of the matter were simply that one woman came to Chicago, expecting to speak, and she was informed that her name was not on the program and that there would be no departure from the program. Mrs. Sewall did not exchange one sentence with her and had not seen her for several years. This is all there was of that story; but such things tend to make one suspicious of the sensational reports published in the newspapers, which should always be read with considerable skepticism. They think they give the public what it demands, and perhaps they do.

The World's Congress of Representative Women was a remarkable gathering, highly creditable to all who were connected with it. Its influence cannot be measured by time or space, but the future will show the great advancement in all things pertaining to women, which will date from this Columbian year.

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## THE HOUSEKEEPERS' ASSOCIATION.

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Considerable anxiety has been expressed from time to time lest women should become so engrossed by the new occupations which have been opened to them as to neglect that of housekeeping. There does not seem to be any adequate ground for this fear. The Chicago papers called attention to the fact that at the session of the congress devoted to the National Columbian Household Economic Association, the crowd of women was, if possible, greater than at any other. Domestic service in all its phases, was ably discussed, and co-operative housekeeping received especial attention. Practical lessons in bread making were given by Professor Emma P. Ewing, who has been often mentioned in this department. It is expected that she will give similar lessons every day in June at the World's Fair, under the auspices of this Housekeeper's Association. This organization, which is composed of a number of prominent women, is formed for the purpose of making a scientific study of the problems of the household, and nowhere is science more needed. This will include a study of the sanitation and hygiene of the home, improved apparatus for cooking, the most economical methods to produce the best results, the nutritious value of different kinds of food, and kindred questions. It has established an Emergency Bureau to supply help of all kinds, and will work in many different lines.

Dr. Gunsaulus, president of Armour Institute, has asked for the co-operation of this association in giving instruction and illustrations in all the work of the home, cooking, laundry, dining room, sewing, etc. Much interest is being shown in all parts of the country in domestic science. New York will have an exhibit of cooking schools at the World's Fair under the management of Miss Juliet Corson. Exhibits will be made of the various kinds of ovens and kitchens, the amount of fuel used, the time consumed, etc. In the Woman's Building there will be a "model kitchen," complete in furnishing and arrangement. Girls can not graduate from the public school of Boston unless they have taken the course in cooking. Many schools and colleges are adding a domestic department to their course of study. Cooking classes and clubs are becoming popular in all parts of the country. This is not a fashionable fad but a serious intention to place housekeeping on a scientific basis. As a general thing, it is and always has been conducted in a hap-hazard fashion. If a girl's mother were a good housekeeper she stood a fair chance of becoming a good one, but, on the other hand, there are generations of poor housekeepers in many families.

At best it has been a sort of imitative work, a woman doing things a certain way because her mother and grandmother did them so, and not because she understands the reasons for it. Women perform their duties in a most laborious fashion, without any idea of time or labor saving. Their bread and cakes and pies are accidents, sometimes a success and sometimes a failure. They do not comprehend any of the chemical processes through which food passes, or why it should not be left in tin cans where the air can reach it, or why certain articles should not be cooked in glazed ware or others in copper. Housekeepers grope their way along, picking up a little information here and there, managing things in an unsystematic manner, violating the laws of hygiene without knowing it, and showing in every department the want of skilled training. The paid domestics are even more lamentably ignorant, and the problem of securing competent service in the household is one of the most serious which confronts us. Housekeeping needs to be reduced to a science, and those who engage in it to be classified under the head of skilled and unskilled laborers and recognized accordingly. Gas is gradually taking the place of coal and wood, and there is no doubt the heat of the future will be produced by electricity. This in itself will lift the kitchen out of its present unavoidable condition of dirt and disorder and make cooking a much more desirable occupation. The domestic with a certificate of graduation from a reputable training school, is a certainty of the future. The coming young woman will exhibit her diploma from the school of domestic economy with the same pride as she does her parchment from college or high school. We shall have a race of wives and mothers as much superior to their ancestors in the art of housekeeping, as they are in other branches of intellectual culture.

## CURRENT TALK.

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The reports of the last census, as nearly as can be ascertained show that, outside of domestic service America had in 1890, 2,700,000 bread-winning women and girls working outside of their own homes. There were 110 lawyers, 165 ministers, 320 authors, 588 journalists, 2,061 artists, 2,136 architects, chemists, pharmacists, 2,106 stock-raisers and ranchers, 5,135 government clerks, 2,438 physicians and surgeons, 13,182 professional musicians, 56,800 farmers and planters, 21,071 clerks and bookkeepers, 14,465 heads of commercial houses, 155,000 public school-teachers (based on the census of 1880.) Here is an army of women depending upon themselves for support and probably taking care of others. Any talk of relegating these women to a life of dependence is mere foolishness. The question to consider is how best to adapt this new factor to existing conditions; or how to shape the conditions to the best interests of these wage-earners and the commonwealth?

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An exchange declares that "the woman who knows it all, who has well grounded opinions and logical processes of reasoning, gets herself disliked by the average man." This is rather discouraging, especially when a woman reflects that she has been told for a good many years that she must not expect to stand on an equality with man because there was some deficiency in the gray matter of her brain which prevented her from being logical or having any reasoning faculties. Now she is gravely informed that if she uses logic or reason the average man will dislike her. The question arises whether the woman shall try to get along without the logic and reason or without the average man?

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The Working Women's Society of New York has been collecting some statistics in regard to the salaries of the women in that city. Cash girls get from \$1 to \$2.50 a week. Saleswomen get from \$2 to \$18 a week, the latter cases being very few. All receiving over \$7 a week are fined 30 cents if one minute late. There must be some reason for these meagre salaries besides competition. There is great competition among men, and yet we do not find them working for such wages as these. It cannot be wholly due to inefficiency, for the lowest grade of unskilled labor among men receives better wages than these. What is the matter?

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Machines have been invented to furnish electricity for cooking purposes. Enough power is furnished to cook ninety meals for a family of ordinary size at a cost of \$6.57. A house can be heated a month for about the same price. Speed the day when this blessing shall be within the reach of all.

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Some benevolent and well-meaning individuals in Boston have established a "Penitent Females' Refuge, where females (presumably women) may find shelter. The *Transcript*, of that city, wants to know why a Refuge for Penitent Males is not also established? It might be because the number of penitent males is not large enough to demand a refuge; and it might be because males do not usually find it so difficult to secure food and lodging as to render it necessary to make a public avowal of their shame in order to get them. These good Boston people mean well, but they might, at least, put their sign over the back door, so as to make it a little less humiliating for the penitent females to get in.

The girls in Packer Collegiate Institute, Brooklyn, are studying the subject of street cleaning, and the president says the men of that city are too busy to attend to public affairs and the time is coming when the women will have to see that the streets are properly cleaned. The men do not seem to be too busy to hold all the public offices; but let us hope that, if the time does come when the women have to look after the street cleaning, the men will not continue to draw the salaries for not doing this work, while the women keep on contributing to the taxes which pay these salaries.

The newspapers are still endeavoring to create the belief that cigarette smoking is common among women. That there is here and there a rare case of this kind may be true—young girls who think it is "cute," or another class who would better remain unmentioned—but nobody will believe that it is a common custom. Possibly it might serve as a check upon men, if they found the women of their family adopting this expensive and unwholesome practice, but it would be entirely too costly a method of bringing about their reformation. It is hardly worth the while to sacrifice the woman, in order to save the man.

Women have entered upon a new occupation in New York and are now filling very acceptably the position of usher in the theatres. This is a nice easy position, with some pleasant features connected with it, and there does not seem to be any good reason why it should not be filled by a woman. The argument may be made that she is robbing some man of this place, but how do we know but all these years the man has been usurping this position which rightfully belongs to a woman? There is no law on the subject, and no proof that, at the creation, it was intended that men only should be ushers in theatres.

The Wellesley college girls put in a good deal of time previous to the last election in studying politics, making speeches and advocating the claims of their various candidates. It is said they were pretty mad on election morning when the college coachman cracked his whip and informed them that he was worth the whole lot of them on that day. They recognized the truth of the statement.

At the reception given by Mrs. Palmer, to the Woman's Congress, the wives of the vice-President of the United States and of the Governor of Illinois, sat side by side on the platform. They were both voters by the law of Illinois, which gives school suffrage to women, but there was nothing to distinguish them, on this account, from the prominent women of other states who are still denied this privilege.

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### AUXILIARIES.

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About auxiliaries. Hurry up, boys! Hurry up. What is the matter that there is not an auxiliary in every town where there is a B. of L. F. lodge? Whose fault is it; yours or your wives', mothers', sisters', or daughters'. Do you try to encourage them to organize lodges or do you laugh at the idea? If you make light of it you do not know what a help an auxiliary is. If you try to encourage them and it is their fault that they do not organize, they do not realize what a pleasure it is to work for the interest of their loved ones. I have belonged to Heart and Hand Lodge nearly two years and have never missed a meeting. We only have twelve members, where we might have thirty; but they have the same falling that they have in other places. They have not found out what an auxiliary is and won't until they read the constitution, and—ride the goat. But that is the trouble,—they are afraid of the royal bumper! Only twelve of us, but just think what twelve of us can do. Easter Monday we gave a ball; it was as nice a ball as was ever given in Delphos; was a grand success in every way. Only twelve, but we all work together and that is why every thing we have ever given has been a success. If you have thirty or forty members and one pulls back, you are not going to make a success of your society. And if your president enforces the constitution you are bound to work together, because the constitution is very strict. One member must not always expect to have her own way, but when she is out ruled in anything she must fall right in with the rest and do her part and make everything a success. When the directory came out in February we were surprised to see so few lodges, but hope when it is printed again we will see any amount of new lodges. Let us have encouragement instead of discouragement.

*Cora Slagle.*

DELPHOS, O.

[The Woman's Department heartily endorses this article. Every lodge should have it Ladies' Auxiliary because it is not good for man to be alone, even in his lodge life. This department will be glad to do anything that is desired to assist in the movement toward establishing these auxiliaries.—Ed.]

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### WHEN I GO HOME.

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I only wait in this far off place,  
And count the hours that I must stay,  
I dream of home, of each loved face,  
And long and wish for the far off day,  
When I go home.

Days seem weeks, and the sands of time  
Flow far too slow, when I'm away  
From those at home, and dear ones mine;  
So I look and wait for the coming day,  
When I go home.

BLOOMINGTON, WIS.

My home will ring with sweetest airs  
Of welcome, when I homeward stray,  
And words of love and tender cares  
Will wait for me on the happy day,  
When I go home.

Though humble, lowly, meek and old,  
It has for me what this ne'er had—  
The name of home, and purer gold  
Ne'er sparkled than the hearts so glad,  
When I go home.

*Nora Bull.*

## ADrift ON THE WORLD.

It was a cold, damp, dreary day in November. A woman came slowly, aimlessly, down the street; fully two score were her years. She wore a faded calico dress which was almost in tatters; a sunbonnet covered her head, a pair of shoes, much worse for wear, were on her feet. Every now and then she glanced nervously from one side of the street to the other like a hunted criminal, as if she knew not where to go or what to do. But her face! I will never forget that face to my dying day. It was a face from which all hope had fled, a face utterly devoid of God's blessed sunshine.

A troop of merry, innocent, happy-hearted children passed, their childish prattle and care-free, happy laughter filling all the air. At the sound the woman started, as if memories long ago dead had been resurrected. Once she was as gay and happy as they; once her parents loved her just as fondly; once life was one bright dream of the future, but now, at forty, her hopes are as dead as the leaves on the trees in November.

What is the secret of this woman's life?

Ah, 'tis a simple story; one being daily enacted. She married a drunkard to reform him; she was cast aside by parents, and now, when she is ready for the grave, what is she?

A widow with a house full of children who constantly cry for bread, when she has none to give. She is a stranger alone in a strange land, her husband drank himself to death before he reformed, and when her strength is gone, when she is no longer capable of performing hard physical labor, there is but one alternative left for this woman, to beg or sell her soul. Heaven forbid! She realizes at last, but too late, that life for her has been one great mistake. I ask again, what is this woman to-day? Simply a living example for all girls to profit by.

MAKANDA, ILLS.

Mrs. Jessie Hamon.

## HOME.

What better subject can be discussed than that of Home? I listened to a very interesting sermon preached by the pastor of our church a few weeks ago and his subject was home. He spoke of our earthly home and our Heavenly home. Webster defines home as a "dwelling place," but it admits of a broader meaning. There are brilliant and elegant homes. Some are wise and careful and others are warm and genial, by whose glowing hearths any one, at any time may find enough and to spare. There are bright and gloomy homes. An ideal home must first have a government, but love must be the dictator. All members should unite to make home happy. It matters not whether home is clothed in blue and purple, if it is only brimful of love, smiles and gladness. No matter how humble the abode, if it is only garnished with grace and sweetened with kindness and smiles, the heart will turn lovingly toward it from all the tumult of the world, it will be the dearest spot beneath the sun. Toward the cheerful home children gather "as clouds and as doves to their windows;" while from the home which is the abode of discontent and strife and trouble, they fly forth as vultures to rend their prey. A great many homes are like the frame of a harp that stands without strings. In form and outline they suggest music, but no melody rises from the empty spaces; and thus it happens that home is unattractive, dreary and dull. Holmes says he would rather eat his dinner off the head of a barrel, or sit on a block all his life than consume all his self before he got a home and take so much pains with the outside that the inside would look as hollow as an empty nut.

Du Bois, PA.

Mamie Wise.

L F M 7 July 98

## THE HUSBAND AND WIFE AS COMPANIONS.

It is a pleasure (at least to myself) to sometimes lay aside the cares and duties of life, and to spend a while in writing. I have been thinking very seriously for some time of writing to the FIREMEN'S MAGAZINE, of which I have been a reader for the past three years.

I think the Woman's department *very* interesting indeed. During the short time that I have been acquainted with the MAGAZINE, I have read and thought over many of the articles, particularly those which have touched upon the subject of man and wife. Men differ greatly in their mode of living and in their ways of doing. For instance; there are some who are never contented unless in outside company; their pleasure is never in making their families happy, nor are their interests in the home. Men can find so many different ways in which to spend their evenings and all their spare time. I think the majority of men seek the company of others than those belonging to them. I can (I am so happy to say) hold up my own husband as a model to all men, married or single. He is a sober, steady, kind hearted, hard working man; one who works from the beginning to the end of the year. We have a snug, comfortable, little home that my husband has made by hard work, and when night comes we are ready and glad to sit down and enjoy it. We prefer each other's company to any other. One reason for that is, I suppose, that one makes the acquaintance of such undesirable people when going from place to place; for that is the way a railroad man is required to do. Their place of living is here to-day and somewhere else to-morrow, as the saying is; some would call our life a lonely one, but, to us it is not. We have a daughter now, two-and-a-half years old, and she is such company for us. She does not allow the house to become too quiet, but rather makes things very lively at times. I really think the reason that so many married people are not contented is, that they do not try to be companionable. The husband should do his very best to make home what it should be and the wife should do her share cheerfully and with a willing heart. Some men think there is nothing for a woman to do, but just to wash a few dishes, sweep the floor, &c., but let them take our place for a week, and at the expiration of that time they would gladly give it up and go back to their own work. In my opinion a woman that does all her work, and does it in the proper manner, is doing her share; and then, if there are little ones around there is always something to do for them. I think the duty of a true wife is to administer, as far as possible to her husband's wants; and they are certainly not a few. Men like to be waited on; they like to know they are fully appreciated, and certainly they ought to be. For instance, a man wants to find his meals ready when coming home from a hard day's work. A railroad man is always hungry, and he wants good things to eat and plenty of them. I know of a lady who used to say, "If you want a man to come in good naturedly, have a few onions frying in the pan and the table cloth spread on the table and he will then know supper is on its way." But how about those men who do not care for that vegetable? How many wives do we all know of, that go out every day and leave the poor tired men to manage somehow and get their own meals. There are to be seen, a great many husbands who are not what they should be to their wives, a protector and comforter. But let me ask, "Do the wives do all in their power to make them what they should be?" Every man, especially a railroader, should have the best of influence around him in his home, and who can attend to that more than a wife? What a man won't do for his wife, he won't do for any living person. We find so many who have no regard whatever for the Sabbath. They say, "What is the difference to me, we have to work just the same on Sunday as on a week day," but that is not a good excuse. It is our duty to hold the Sabbath as sacredly as possible in our thoughts, if not in any other way permitted to do it. I can thank God for the good influence I always had around me in my parents' home. I can never remember anything but a peaceful, quiet Sabbath. My parents are both living; but if I do outlive them I shall never forget the lessons I learned in my childhood. Certainly it is no more than my

duty, but it is a very pleasant one. I would like to see more Christian feeling and influence among the railroad people. I shall at least try and do my share toward having it in my own home, and I sincerely hope that our little daughter may always prefer the right and only way in thought and action, and that my husband and myself may go hand in hand, as a man and wife should go, so that when death parts us we can say with all sincerity, it will only be a little while before we clasp hands in another and a better land.

JERSEY CITY HEIGHTS, N. J.

*Mrs. F. G. Hodges.*

[This is a very good, helpful article and we shall be glad to hear from the writer again.—ED.]

### WOMAN'S LOVE FOR WOMAN.

My unfortunate letter in the January number of the MAGAZINE having received so unfavorable a comment I was afraid to write again; but "nothing venture, nothing win," and plucking up courage, here I am again, seeking admittance to your interesting department. Mrs. Anderson, I will admit, is right in regard to my having had no experience in raising children. I have three dear, little nephews who have spent the major part of their lives with me, and having studied a great deal on the subject, I ventured to offer my humble opinion, with no idea of its being so unfavorably received.

I think Mrs. Anderson is an exceptional mother, and congratulate her in possessing so much judgment and common sense in managing her children. In the majority of cases I have noticed, very few mothers know just where to draw the line; they either allow their children to rule them, thus leading a miserable existence with them, or keep them so cowed down with whipping, that the children have no spirit in them. Though I have not changed my ideas regarding corporal punishment, I cannot refrain from expressing my admiration when such rare cases as that of Mrs. Anderson are brought to vision.

There is one subject I have never seen written of or heard discussed at any length, and that is woman's love for woman. Almost every paper one picks up contains an article on the love of a mother for her child, a sister for her brother, or a wife for her husband, but never the love I have mentioned. I do not mean school girl attachments, though they are sometimes enduring, but the deep true love of one intelligent, thinking woman for another. Men laugh at such love and say women only love each other to their own interest, that they exchange kisses and endearments when nothing but dislike or hate fills the heart of each, but I do not believe it. Really, I do not think any true woman would be capable of such an action. I am very earnest on this subject, and would like to have the opinion of some of the readers on it. I believe it possible that two women may love so well that they will give up their homes to live with and for each other. I have read of such cases.

SAN ANTONIO, TEX.

*Ida Gregory.*

[Thank you for kind word.—ED.]

### AS WE SOW.

And what if all our lives were filled  
With gentle words and kindly deeds?  
And what if all our lives were spent  
In culturing fair flowers, not weeds,—  
Would any recompense be ours,  
Or would reward prove scentless flowers?

And what if all our lives we toiled  
The long days thro' with little rest,  
(The long nights sleepless passed in prayer.)

In aid of weakling and oppressed,  
Oh, think you, that a grateful sense  
They'd cherish for benevolence?

What matter though our toll be classed  
As merely duty—it is well.  
We do not work for outward show,  
We do not hope for ring of bell.  
We know that fruits of scattered seeds  
Will be according to our deeds.

COMO, COL.

*Mrs. William Dunning.*

## HOME RULE.

I commenced reading the MAGAZINE a few months since and take the greatest pleasure and interest in perusing each page of the different departments so well versed in information on all subjects. So often we find our own thoughts and experiences fully portrayed by others, who are possessed of more courage or ability to express their inmost feelings, then again, occasionally, we meet some whose opinions are like the proverbial Polly, borrowed or repeated from others over and over again. Don't you think it about time to rest a bit on one particular subject, so long under discussion, viz: "How to manage a husband, or wife?" Pray tell us what managing is really necessary and why—isn't the husband of a responsible age, or has not the wife sufficient tact and energy to conduct a home? If two people *really* and *truly* love each other when they marry, life is too sweet and blissful to need a manager, they are equal in all things, confide in each other, and the affairs of one are rightfully shared by the other partner.

That the *home* needs good managing, is a well known truth, but let both husband and wife govern it as "one;" both possess the same love of home and home comforts, else they would not have married, so they should have equal rights in all things, carrying on their management on the order of "We, Us & Co." The only *real* management is under the guise of kindly care, when the husband is solicitous of his wife's comforts, and the wife considerate and thoughtful of her husband's wishes.

With fullest confidence and trust in each, there need be no misunderstanding one another, and no shirking duties, and every task is a great pleasure to undertake. Again, let their smiles be as cheery and frequent as in the courting days, it is no great effort to smile, it costs nothing, and a pleasant countenance is as necessary if not more so, after marriage, than before; kind and affectionate words are a great comfort and solace to the wife, and a few of them now and then, don't harm the husband either. It is something he looks for and expects. Now, when you learn that I have been married but a short time, doubtless you will think I possess neither the knowledge nor experience to form an opinion on the management of any one, but I do a good deal of serious thinking at times and a studied observation of married people in general, leads me to believe that I am correct in my assertions.

I am sure every fireman, who is fortunate enough to possess a wife like "Pansy," of Roundhouse, Ill., is cheered on by the thought that a loving wife's daily prayer goes after him on his dangerous journey.

HOUSTON, TEX.

Mrs. T. J. Lyons.

[Our correspondent advises the Woman's Department to drop a certain subject and then devotes her entire letter to this same subject. We will be glad to hear from her on "The Customs of Texas."—Ed.]

## MY SHIPS.

Ah! long ago, when the years were bright  
And the birds sang sweet in the summer air,  
When the sun, with a glorious, golden light  
Made all the visage of nature fair,  
I launched my shallops upon the shore,  
My ships, that never were seen of men,  
The years are many, the waiting sore,  
They never returned to me again.

With care I builded each dainty shell,  
To bravely buffet the stormy sea:  
And a summer breeze did the white sails swell,  
The day that I sent them away from me.

And never since, through the dim years' flight,  
Though the tides are fair and the breezes blow,  
Have I heard of my vessels, staunch and light,  
My dainty shallops of long ago.

Perhaps, some day, in the years to be—  
Though the winds be wild, and the billows roar—  
My ships shall sail o'er the angry sea,  
And my weary waiting shall be no more.  
Then all life's shadows shall roll away;  
The days of waiting, and grief, and pain,  
They all shall vanish, that happy day,  
When my fair dream vessels come home again.

Frank G. Heaton.

## THE RIDE OF PAUL REVERE.

Having visited Copp's Hill cemetery and the Old North, or Paul Revere church, it may be of interest to know something of the history and appearance of each.

Copp's Hill was so called from William Copp who owned a house and lot there and with his family is now resting beneath its sod. The tombstones of the latter can still be seen half sunken in the earth but his has long since disappeared from view. It is not known when it took this name—having been known by others—but about 1644.

This is one of the three hills from which Boston was named, but, like the others, has not retained its original form, having about seven feet taken from its highest point. It rises gradually from Hudson's Point—so called from the ferryman—where Annie Pollard jumped overboard and waded ashore that she might be the first white woman who landed in Boston; also, from where the British opened a tremendous fire on the Americans in the battle of Bunker Hill and afterward carried their wounded. The appearance of Copp's Hill at that time would have been vastly different from that of to-day, so thickly studded with tombstones, most of which are of slate and ornamented with carvings of skulls, heads, etc.—even the heads of women with bangs, as the sexton tells us nearly every style of the hair at the present day can be found here. As this is the second oldest place of interment in the city many curious inscriptions are found—upon the oldest stone, the following:

"David, son to David Copp and Obedience, his wife, aged 2 weeks," making the wife two weeks old instead of the child. Another—

"Stop here, my friend, and cast an eye,  
As you are now so once was I:  
As I am now so you must be,  
Prepare for death and follow me."

Someone had added in chalk:—

"To follow you I'm not content  
Unless I know which way you went."

The most interesting stone to me is that bearing the name of Robert Newman, (died 1806) who hung the lanterns in the Old North church as a signal light for Paul Revere on April 18, 1775. This church (built 1723) is one of the oldest buildings in Boston and very interesting to visit. The Bible (printed in 1717), the prayer books, containing prayers especially for the king's family, and the communion silver were the gift of George II. in 1738. At the left of the pulpit stands the first bust ever made of Washington. Back of the straight high-backed pews are small places hollowed out of the wall where sat two men with long poles with a spike in the end to punch up and keep awake anyone who might be asleep—a capital idea and one which ought still to be practised. The chime of eight bells (brought from England in 1744) is the oldest in America and formerly eight men besides a leader were employed in ringing them.

The diary of Paul Revere proved this to be the identical church steeple where the lanterns were hung, as he speaks of a second story window and no other at that time had such a window. The idea of hanging them there originated with him, but for the act we are indebted to Robert Newman, the young sexton, who must have had courage and nerve to have averted all suspicion of the British officers quartered with him, listening at the same time for the arrival of a friend to tell him of the movements of the enemy, for: "If the British march by land or sea from the town to-night, hang a lantern aloft," etc. "One if by land and two if by sea," but they suspected nothing when he left them a few minutes and passing out, took down the church keys, met his friend, heard the news and went—

"Up the wooden stairs  
To the highest window in the wall"

swung the lights, came down, jumped out a window, entered his house without



being seen and went to bed where he was found and arrested. He was thrown into jail but nothing could be proved and he was released. You know of the ride of that other brave man and the good result of his warning.

May this lodge be as courageous and successful, as quick to act for the right and keep one another from harm as the "midnight message of Paul Revere."

*Mrs. W. H. Bigelow.*

CHARLESTOWN, MASS.

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### CASTING SHADOWS.

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There are two ways in which we might cast a shadow, one to hurt and one to heal. Let me ask the readers, do we ever stop and think how many shadows we are casting daily?

For instance, our husbands quit their labor tired and discouraged, everything apparently having gone wrong with them on the road. Being so thoroughly discouraged they come home in the same mood. We try to talk to them but soon see they do not care to be bothered or do not want to listen to us while telling them what has transpired at home during their absence. No doubt more than once we have thought to ourselves, "I won't bother him but will let him sit there until he gets over it." We try to do so but not with an easy mind. Let me ask the wives of the firemen and all other wives, are we doing right?

I think not. I think there is a chance for us to cast a shadow that would heal. Although all this time they have been casting a shadow upon us that hurt. Still we can forgive them for love's sake. Surely they would appreciate it to have us come to them and let them know that we sympathize with them, and we try to help roll that cloud away; for life cannot be all sunshine, neither can it all be rain. We should bear in mind that the life of a fireman is not an easy one and that he has a great deal to contend with when on duty. Still we hope some day to be able to say that our husband claims the right side of a locomotive. It is to our interest to help them along and make their home life as pleasant as possible.

I do not mean to say that I am a model wife, but I try to do as near right in everything as I can. I am a member of the church, but my husband is not; but I hope soon to see him join the church that we may both work for that home in heaven. We feel now that we have something calling us there and so we have.

We have been married about four years and in that time have had our share of trouble and sadness, as many other young couples do who start out with bright prospects for their future. The beginning of our trouble was after the birth of our first child, since which time my health has been very poor. Our little boy was spared to us nine months and then Jesus took him home to dwell with him. It seemed very hard to bear, but I felt it my duty to try to make the best of it and think that I still had my husband to live for and make home pleasant for him. About a year after the death of our first baby a second one entered our home—a sweet little girl—and how delighted we were. About seven months after that our joy was turned to sorrow, for our little Ruth was called to join the angels and we were left alone again. It is about three months since she died and we are still very lonely. But God has taken them for a wise and good purpose. Some might say that God had cast a shadow upon us to hurt, but, even so, He has the power of casting one to heal and I feel that He has already done so.

There are many other ways in which we might cast shadows, but I will not mention any more in this article.

*Mrs. H. C. Moore.*

JERSEY CITY, N. J.

## PARENTAL RESPONSIBILITY.

Parents should teach their children more of the duties of marriage or rather the responsibilities of wedded life. How few girls realize the responsibility of becoming a mother. How very few are really qualified to assume the grave and arduous duties of a mother. How very few even give a thought to the awfulness of starting a human on the road to life; calling into existence a being of flesh and spirit, so constituted that in this world it may be immeasurably happy or suffer an agony that no pen can portray. And when we remember that humanity suffers both in the flesh and the spirit, both mental and physical torture while living; and when we consider that this spirit shall live on and on with a capacity of being happy or miserable, is it not time that girls be taught to think seriously of motherhood before lightly assuming a position of such magnitude and far reaching results?

But this responsibility rests not alone on the mother. Let the boys be taught the duties of fatherhood, with all its responsibilities. Let them be instructed in the duties parents owe to unborn children.

The rights of unborn children should be held sacred because they are powerless. They are sinned against before they have life. Their rights are trampled upon before they exist.

How dare any instructed, conscientious man or woman who is diseased become a father or mother? We quarantine against cholera and yellow fever, hang out red flags for smallpox and diphtheria, but for the unborn generation there is no quarantine, no laws to protect them.

Any filthy, diseased person may contaminate and poison the blood of the next generation. Any loathesome drunkard may impart a hereditary taint to his offspring. This generation may curse the next with all the evils that flesh and spirit are heir to; no protest is made, and if anyone takes up the pen in defense of the unborn and advocates restricted marriage, what a howl goes up from the human wolves. How my heart aches day after day as I pass children clothed in rags and dirt, pale faced, hungry, diseased, vice-tainted children that should never have been launched on the sea of life. Oh, fathers and mothers, remember the first great right of the child is to be well born or not at all.

*Mrs. M. Orrell, (Pebble).*

MURPHYSBORO, ILL.

[Mrs. Orrell's articles are strong, sensible and interesting, and always welcome.—Ed.]

## WHERE IS FATHER?

Mother's love, with its pure and holy devotion, has been extolled from time immemorial, as well it may be; but the love of a father is seldom mentioned. That he has love is doubtless true, and a love just as tender, just as intense, and just as lasting as that of any mother. His step is now slow and faltering, but that is the step that was once firm and elastic. His eyes are dim and faded, but those are the eyes that gazed on you in almost adoration, when he presented you, his first born, to the world, with that same proud, father-like introduction, "He's the finest boy in town." Have you ever paused, my young man, and thought of the time when that loving father was once young, manly and ambitious; when, as he fondled you in his strong and noble arms, he centered all his proud ambition on you his oldest son? It was during those years of your youth and dependence that he broke down that stately form as he labored early and late to support and educate you that you might be able in future life to fill the position as an honorable citizen and a dutiful son. And how, my boy,

have you repaid him for his devotion? Some of you, doubtless, are with him to-day as his staff, supporting his drooping body with your young, manly arms as the strong oak supports the frail ivy. Others, ah! where are you? Some of you, no doubt, have left that home with its holy influences, left the dear father to his grief and disappointment, to mingle with the dissipated and defiled, and far from under his protecting arm, have fallen;

"Like snow flakes from Heaven to Hell;  
Fell to be trampled as dith in the street.  
Fell to be scoffed at, to be spit on and beat."

Yes, it is time you should pause and murmur,

"Merciful God have I fallen so low?  
And once I was pure as the beautiful snow."

But it is not yet too late. Go home to that dear one, who awaits you with extended arms to bless and caress you in evidence of his eternal love. Do not be ashamed to take that wrinkled brow to your bosom and caress it, my boy, for it never was ashamed to light up with mingled pride and joy whenever your name was mentioned. No matter who child you he always took your part. Yes, it is the brow with its sorrows and cares that ever stays with you in all adversity, with a love as tender as any mother's and takes your part before all the world. If you do this, my boy, when you in time, become aged and feeble, it will be the happiest recollection of your life to look back and say, "I never was ashamed to love, embrace, and honor my father before the whole world."

KEOKUK, I.

Maxie Byron.

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### THE NOM DE PLUME.

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To me it seems hardly fair to say that any one using a nom de plume is unwilling to admit the authorship of her own productions; and I will, with Mrs. Harper's consent, state a few of the reasons why I think so.

In the first place there are so many of us who must work, who have so little time for the pleasanter duties and inclinations of life and if we have time we have not the means, perhaps, to indulge our tastes. If every one could step at a bound over the long apprenticeship that is required of every beginner before becoming a paid journalist there might be a difference. But if one's productions create any notice at all they are likely to be at once overwhelmed with calls, invitations and gifts from generous hearted admirers. If these are returned they often incur an expense that we can ill afford; if, on the other hand, they are unnoticed, unaccepted and unreturned, we are called ill-bred and parsimonious. Whereas if writers are not known individually, they may go on the even tenor of their way, secure in the attentions of friends that do know them; and unmolested by those who do not.

Not long since a gentleman wrote to me asking for the name of a certain contributor to the MAGAZINE and also to the Fort Worth *Advance*. In reply to my request for instructions in the case she said: "I can not consent to become known by my own name. I am a widow and a hard working woman and have no time to spare. I know the gentleman of whom you speak and have a high regard for him, but he has much more leisure time than I and dearly loves to talk. I can not be hindered."

Another young lady contributor is talented and accomplished and is fast lessening the distance between herself and fame, but a knowledge of her real name in the town where she lives now would no doubt be very disastrous to her business, since her daily avocation takes her into many homes.

As for myself my own *nom de plume* is copyrighted, and is far better known than my own name. I have received letters directed to "Irene" from almost

every state in the union, while poor, little me, like the prophet, is not without honor save in his own country. Yet I bow to the will of the Editor, as I hope you all will do, and sign myself,

*Mrs. M. W. Harpold.*

FORT WORTH, TEX.

[There are arguments of weight on both sides of this question. It is like taking a plunge into icy water for a writer to sign his name for the first time to his publications, but he soon becomes accustomed to it and he will do better work where he is obliged to assume the entire responsibility.—ED.]

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### A WORD TO BACHELORS.

I have been a reader of the MAGAZINE for the past year and in glancing over the March number I noticed Mr. M. Crowley's letter telling us why we have so many bachelors in our midst. He ventures to say that the women are the cause of wages being so low that a man cannot support a wife. I am justified in saying these women he speaks of are intelligent women and earning an honest respectable living and if they are the cause of wages being so low, I suggest that these bachelors marry these women and then they can have no excuse for not making a living. A man can easily support a woman with the money he pays out for his expenses, and there would be a much better class of people.

Take our firemen on any road and nine out of every ten would lead a much different life from what they do if they had a home to go to when they came in from their tiresome runs, instead of swallowing a hasty meal at their boarding house, and then going down town and spending their evenings in the saloons or at the gambling hall. If they would marry and have some one to use her influence over them, to leave these places of vice, there would be a much better class of men than there are to-day.

I hope to hear through the MAGAZINE of some bachelors who have come to the same decision.

*Mrs. William Rugg.*

ELLENSBURG, WASH.

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### WOMEN ARE INTERESTED IN BUSINESS LIFE.

The time has come when women as well as men have a practical interest in business life. They have almost monopolized the work of teaching, and are doing so with clerking, besides establishing various kinds of business houses, and entering the learned professions. It is pleasant to observe how well women succeed in these new undertakings. Woman has a God given mission to execute as a public speaker in Christian America. Every interest of society must undergo a change through discussion on the platform, in the pulpit and through the press, and in the defence of the right, Providence is summoning our mothers, wives and daughters. Two fields, especially, urgently call for woman's hand and heart, one is for thoroughly educated physicians, and the other for trained nurses. Both of these should have great attention from earnest young women. They are means of usefulness in a life of the highest order, they are especially adapted for woman's nature and faculties, and they are well paid. Medical colleges for women have been or are being formed in cities. Medical women, equally well educated, are not only as good as medical men for professional attendance on women and children, but much more suitable, and as trained nurses they are in nine out of ten cases of illness altogether preferable. Schools for training professional women nurses are fast multiply-

ing in connection with large hospitals in order to supply those institutions and patients in private families. All avocations are now open to educate women.

They may undertake what work they please, be respected in it much more than in idleness, sacrifice no delicacy of sex, lay aside no womanly modesty, but move right forward in a self-supporting career and for a lifetime be independent of the woollings of the sterner sex.

But our homes must be maintained and some for pure love's sake must labor there. Possibly you, gentle reader, may be of that number; if so,

You may guide the little footsteps  
In the way they ought to walk.  
You can drop a word for Jesus,  
In the midst of your household talk.  
Living your life for love's sake,  
Till the homely cares grow sweet,  
And sacred the self denial  
That is laid at the Master's feet.

GALION, O.

*Eva McClure.*

### SMALL BEGINNINGS.

'Twas an acorn that fell by the wayside,  
Dropped there by a careless hand;  
For many a day it was hidden from sight,  
In the rich and fertile land;  
But at length there came forth in its beauty—  
Uncovered to the light of the sun,  
A little tree that bade fair to be  
As large as the largest one.

A childish hand once scattered  
Some seeds on a hillside bare,  
As time rolled on, those tiny seeds  
Brought forth sweet flowers there,  
That bloomed in beauteous splendor—  
In sweet luxuriance wild,  
Transformed was that desolate hillside,  
By the hand of a little child.

A learned divine addressed a crowd,  
Words of knowledge to impart,  
They took effect they saved a soul,  
They changed a sinful heart;  
And he who had a scoffer been—  
The laws of God outraged,

WEST OAKLAND, CAL.,

A curse to all his fellow-men,  
A few chance words had saved.

It was only a kind word spoken,  
To a heart made sad with pain,  
Yet 'twas treasured in the heart's recesses,  
And there it would ever remain;  
And a life that had been greatly embittered—  
That through wrongs from its depths had  
been stirred;  
Seemed to cast off its cares and burdens,  
By a kindly spoken word.

It is thus through life as we journey,  
That small beginnings give large yield;  
And though humble be our sphere in life,  
Our influence for good we should wield;  
'Tis the brooklets that broaden the river—  
'Tis the dew drops that moisten the lea—  
'Tis the small streams that help swell the  
ocean,  
As onward they flow to the sea.

*Mrs. Nellie Bloom.*

TO MAKE a man happy, a woman must be his comrade, his true and staunch friend. If she can make herself this she has scored immensely, and will have a boundless influence over his actions, unless, of course, he is utterly worthless (a class of men I am not speaking of at all). She must endeavor to fathom his nature, which is as different from her own as the proverbial chalk from cheese, though, perhaps, none the worse for that. She must remember that love made up of alternate kisses and tears, of sunshine and showers, is poor stuff to live on, and after a time (a very short time) becomes a bore. Till she grasps this interesting fact she is only on the surface of things matrimonial, for the truest metal lies below. Romance is, no doubt, very charming while it lasts, but it won't stand wear and tear; on the other hand, intelligent love will last a lifetime, though waves of trouble may beat against it, and the heavy rain of failure, disappointment, and ill health may at times descend upon it in torrents. If they trust each other entirely, and are real friends, they will emerge from all these storms, if not into the fierce sunshine of early days, at least into the peaceful moonlight of sympathy and contentment, which is much more to be desired.

# THE MAGAZINE.

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EUGENE V. DEBS . . . . . Editor  
F. W. ARNOLD . . . . . Manager  
W. N. GATES . . . . . Advertising Agent

JULY, 1893.

## THE CHICAGO & NORTHWESTERN R. R. AND THE TELEGRAPHERS.

In a recent issue of *The Railroad Telegrapher* we find an explanation of the disasters which lately befell the Order of Railroad Telegraphers on the Chicago & Northwestern R. R., which reminds us of the conspiracy entered into on that system to down switchmen. The trouble with the explanation is, that it doesn't explain, but on the contrary, adds mystery to an exceedingly muddy muddle, with forty and one unhappy loop-holes through which surmises peep and grin, with twirling fingers on the end of their noses. As it was never our fortune, good or bad, to read such an explanation of a disaster, we are disposed to let the readers of the MAGAZINE see it and meditate upon the mysterious revelations. In the conspiracy on the C. & N. W., two years ago some four hundred switchmen were struck down, and now the telegraphers on the same system become the victims. Manifestly the C. & N. W. know a good thing when they see it, and if the job requires tools, the C. & N. W. also knows the right tool when it sees him. But here is the *Telegrapher's* explanation of the slaughter of the members of the O. R. T.:

Owing to the fact that it was necessary that our Grand Chief leave for Toronto, it was agreed between him and Superintendent Thayer that the matter should remain in abeyance until his return from the grand division, when further negotiations would be taken up in due season. On his arrival at Toronto numerous telegrams were received from members located at different points on the system saying that a large number of members had been discharged on account of their membership in the order, and that in some cases offices were closed, and requesting that our Grand Chief Telegrapher come immediately and endeavor to adjust the matter. It was, however, impossible for him to leave until after the close of the grand division. He instructed

them to have a committee of employees appointed to wait upon the officials of the company, commencing at the lowest and going to the highest, as provided by the laws of the order. This was done and the committee reported that it was impossible to secure recognition from the company.

Brother Ramsey arrived in Chicago on May 21st and on May 22d the committee waited upon General Superintendent Sanborn, but was unable to secure any concessions from him except that it was not the purpose of the company to discriminate as aforesaid. The General Superintendent claimed that the committee was not a representative one as it consisted of discharged employees, or men who had resigned from the service of the company with but one exception, and refused to recognize them as employees. The Committee claimed, however, that they had ceased to become employees on account of this opposition to the order, and that their removal was a matter of discrimination against the organization, and further presented for the consideration of the General Superintendent a demand for increase of pay. The General Superintendent informed them that he was unable to treat with them further in reference to this matter, but that he would gladly refer it to the General Manager, and secure an interview for the committee the following day.

Undoubtedly most of our readers have become aware through the daily press that serious trouble is occurring on the C. & N. W. railway system.

The facts of the case are as follows: For some time previous the members of the order employed on that system have been preparing a schedule and arranging for its presentation to the management of the company. The superintendent of telegraph, undoubtedly having heard of this fact, went over the line and interviewed each of the employees personally, asking if he was a member of the order or not, at the same time informing him that it was not his purpose to make any opposition, but merely to acquire knowledge as to who were members and who were not. Our members generally admitted their membership, and it was found that nearly ninety-five per cent. of their employees of the system were members of the order.

About the 1st of May reports came in to our grand chief that members of the order were discriminated against and discharged on account of their membership, and on May 2d he called upon General Manager Whitman, who received him very courteously and granted him a further interview on the following day. He informed Brother Ramsey that it was not the purpose of the company to discriminate against any organization to which their employees might belong, and that it made no difference to the company whether they were members of the order. He requested that Brother Ramsey call upon Superintendent of Telegraph Thayer, at the same time assuring him that as long as the order was conducted in a conservative manner and no rash action taken upon the part of organization, we need not fear opposition on the part of the company. That they would be glad to receive a committee composed of the employees at that time, and discuss with them the matter of schedule, or any other subject that might tend to the mutual betterment of all concerned. In accordance with the wish expressed by Mr. Whitman, our grand chief called upon Superintendent of Telegraph Thayer, May 11th, and virtually received the same assurance from him.

With the understanding that the matter should be brought before the General Manager and that the committee should be received on the 23d, the committee withdrew.

The night of May 22d a bogus telegram was sent over the entire system ordering a strike. This telegram purported to be signed by the Grand Chief, and in accordance therewith about seventy-five per cent. of the men quit work. Brother Ramsey's attention was not called to the matter until the following morning. He immediately notified the company that no such telegram had been sent by him; and that whoever had sent the telegram had forged his name. He offered to forward a bulletin to our members on the system advising them to go back to work, and informing them of the fact that the telegram was a forgery. He further re-

quested of the Superintendent of Telegraph that he be allowed to send such a bulletin over the lines of the company. In reply to this request the Superintendent of Telegraph informed him that this would be in violation of a contract with the Western Union Telegraph Company, and that they had no authority to send such a bulletin. This is something unprecedented, and would tend to show that the company did not want the strike declared off.

However, the General Manager still persisted in his statement that it was not the intention of the company to discriminate against the members, and that no employee should be discharged on account of his membership. Further, that they were willing to treat with their employees when a representative committee should be sent in. With this understanding Brother Ramsay wired all members that they should resume work at once, telling them that the telegram was not authentic.

Mr. Whitman seemed very much aggrieved that the men should have acted so hastily, but it was understood that they were to be reinstated. It is believed had the men not have responded to this telegram and quit the service of the company at this time, that a very amicable adjustment might have been secured at once. As it is it becomes necessary first to get the road into working shape again. We cannot disregard our own laws and adopt mob tactics and expect to win. If the order is ever to succeed it must succeed by being conservative, and by a consistent conformance to the laws of the order. There is no question but that the railway officials are better posted in reference to our laws than are some of our membership, and the Grand Officers are held to strict accountability for their actions.

While the members of the order employed upon the C. & N. W. Railroad undoubtedly evinced their loyalty to the organization by quitting the service of the company on receipt of the bogus telegram, yet at the same time there is no question but that they have imperiled the interest of the organization on that system, and have impeded the progress which might have been made had they conformed to our laws and the instructions previously given.

The foregoing, analyzed, presents to the critical reader results about as follows:

Constituent parts . . . . .	100
General Manager Whitney . . . . .	C. & N. W. 50
Supt. Telegraph Thayer . . . . .	
Bogus Telegram . . . . .	50
Telegraphers . . . . .	000
Grand Chief Ramsay . . . . .	000

Taking the foregoing as the result of the analysis it will be observed that the parties to the conspiracy were two officers of the C. & N. W. and the bogus telegram, and about the only mystery in the matter relates to the author of the bogus order for the telegraphers to strike, *contrary* to the law of the order.

Whoever wrote that order was confident that it would be obeyed; and why, it may be asked, did such confidence exist? Simply because Bro. Ramsay had earned special distinction for being too previous in issuing commands, leading the membership into hot water and keeping them there until they were well blistered. As Napoleon once said, "I am the empire," Bro. Ramsay indicated that he was the "order," hence, the obedience when the bogus (?) order found its way to the buncoed telegraphers on the system.

We are informed that 95 per cent. of the telegraphers on the C. & N. W. were brotherhood men, a formidable array of an organ-

ized force, one that it would not do to attack openly, and hence the strategies of the C. & N. W. First, to know every brotherhood telegrapher, name and location; this done, then began the work of dismissal. Every plan was perfected, and the brotherhood men began to go all along the line. The grand chief at this critical time was away—but was talking to the men over the wires—when the bogus order to quit came, purporting to come from the grand chief, and the men unhesitatingly obeyed the order, fell into the trap and were squelched. Having quit, and their places having been filled and the order on the system being utterly demoralized, the order to quit is found to be a forgery. The man who wrote it had doubtless received his price, and being *incoy* could easily protest that under the circumstances the men should be returned to their places, but the C. & N. W. does not enter into conspiracies to win and then make restitution. It did not do that when the conspiracy to crush the switchmen was successful. It does not hire conspirators to down labor organizations and then recant, and say it is sorry. It plants its corporation heel on the prostrate organization and rejoices to know that its money is stronger than the integrity of conspirators.

The bogus message will never be explained, no more than the secrets of the conspiracy which slaughtered the switchmen, will be made public.

It appears from an editorial article in the *Telegrapher*, published twice, so that the rank and file may catch on, that the O. R. T. "is a business organization." It certainly seems to be, and the conspiracy to down the telegraphers on the C. & N. W., has all the ear marks of a *business transaction*, just as the conspiracy to down the switchmen on that system was a business transaction, and the editorial in question further informs the order as follows:

We have been informed by our Grand Chief Telegrapher that hereafter no strikes will be authorized until the general grievance committee have approved of the same, as required by the laws of the organization, and furthermore a vote taken of the members as to whether they desire to strike or not, and unless at least two-thirds of the members shall vote for the same no strike shall be declared.

If this means anything it means that strikes have been authorized by the Grand Chief regardless of the laws of the order, and this having been the case, the buncoed telegraphers on the Santa Fe and the C. & N. W. could easily be made the victims of a bogus order to strike. It is interesting to note how securely the order has locked and barred the stable door after the horses had been stolen, as, for instance, the following:

We exhort every member of our organization from this time on to thoroughly familiarize himself



with the laws of the order and to strictly comply with the law in all its requirements. Under the present prospects of federation it is altogether probable that the chief executives of the other organizations will, in the majority of cases, be called in before a strike can be authorized and our members are cautioned, under penalty of the law, to pay no attention to any message which may be sent over the line authorizing a strike unless they are fully advised in the premises beforehand; we mean by this if a message of this kind has been received and all the requirements of the law have not been complied with, including the polling of the road, that the message should be entirely disregarded.

We should surmise that telegraphers would fight shy of telegraphic orders in the future, particularly orders bearing the name of Grand Chief Ramsay, since there seems to be no way under heaven to determine whether they are genuine or bogus. In all of the history of conspiracies, we remember nothing so adroit as the bogus order to strike, and remembering that 95 per cent. of the telegraphers on the C. & N. W. are brotherhood men, the terrific slaughter of the innocents and the reduction of the power of the order on the system from 95 per cent. to no per cent., demonstrates how perfect was the conspiracy machinery, when it was set in operation. The conspiracy on the C. & N. W., by which the poor switchmen were reduced to idleness, was an exhibition of malice and cupidity combined, but it must be said that the bogus order for the telegraphers to quit their buttons, takes the cake, and if anything further is required to show prostration and humility, the following fills the bill:

It is understood that the company are not reinstating the men who went out on account of the bogus message, and that the minor officials are still discriminating against our membership. If these tactics are to be pursued by the company it is perfectly fair for our members to apply for a withdrawal card, and we will be only too glad to furnish it and they may still retain their membership in the order, the object being to protect our loyal members. It would be folly for us to endeavor to carry on an organized warfare against the C. & N. W. road under the circumstances, for it would be impossible for us to succeed owing to the present demoralized condition on account of the bogus message.

In the foregoing there is a recommendation for men, by a trick, by jugglery to be in and out of the order at the same time, to take withdrawal cards which do not withdraw, in a word, to adopt for the protection of telegraphers, *bogus* methods, entirely in keeping with the bogus order which worked their ruin.

Then, again, it may be asked if an organization having 95 per cent. of the men on a system organized is incapable of protecting its members, what hope is there for protection when the remaining 5 per cent. are secured and the order is *solidly* organized? And why does not the federation recently established at Cedar Rapids come to the rescue of the outraged telegraphers?

According to the statement of the *Telegrapher* the members of the O. R. T. have been most foully dealt with, they have been

dismissed simply for belonging to the O. R. T. and the order with 95 per cent. of them organized confesses itself utterly powerless to reinstate a single one of them. Even those who, loyal to the order, left their keys, are now out of a situation, and for consolation they are given a lecture on obedience to law. Our sympathies are with the locked out telegraphers, and we would reinstate them to their positions if the combined efforts of all the organizations on the continent were required to do it.

#### MRS. IDA A. HARPER.

The editor of the Woman's Department of the MAGAZINE, Mrs. Ida A. Harper, a lady of rare intellectual gifts and a writer of acknowledged merit, as versatile as she is accomplished in mental endowments, was recently in Chicago where she read a paper on "Woman in Municipal Affairs," before the Woman's Congress, and a paper on "The Evolution of the Newspaper Woman," before the Press Congress, both of which received hearty commendation by the press and by the congresses before which Mrs. Harper appeared. The readers of the MAGAZINE, particularly those who are interested in its Woman's department, will be gratified to know that Mrs. Harper's literary attainments are admired and appreciated by writers of distinctive and national reputation, and that she is winning fresh laurels in her chosen field of endeavor and will join us in wishing her still greater triumphs.

THE eighth annual convention of the Order of Railroad Telegraphers met in the city of Toronto, Canada, May 14, 1893, and proceeded to business. The election of officers resulted as follows: D. G. Ramsay, G. C. T.; D. H. Gearhart, Asst. G. C. T.; L. Weatherbee, G. Sec. and Treas.; A. D. Thurston, Grand Editor and Manager.; J. A. LaCanda, G. S. T.; J. Williamson, G. J. T.; T. M. Pierson, G. I. S.; T. J. Flynn, G. O. S.; Executive Committee, W. E. Gillen, F. T. Roche and A. L. Taylor. The next convention will be held in Denver in 1894.

THE convention of the Order of Railway Conductors was held in the city of Toledo commencing May 9, 1893. The old officers of the order were re-elected, viz: E. E. Clark, Grand Chief; Wm. P. Daniels, Grand Secretary and Treasurer; Chas. H. Wilkins, Assistant Grand Chief; and Grand Senior Conductor, A. B. Garretson.

Some time since Brother Daniels was elected mayor of Cedar Rapids, and the position of editor of the *Conductor* now devolves upon Mr. E. E. Clark, Grand Chief of the order.

## PAST GRAND MASTER LEACH.

It will be remembered that at the last biennial convention of the brotherhood, held in Cincinnati, an appropriation of \$2,000 was made, to purchase for Past Grand Master J. A. Leach a home in which to spend his declining years.

Brother Leach was the first Grand Master of the brotherhood. He it was who laid its foundations and helped with all the vigor of his young manhood to rear a superstructure that would withstand adversity, and the brotherhood recognizing the value of his good work generously appropriated the money necessary to supply him with a home. The work of constructing the home was assigned to a committee of brotherhood men, as follows: C. W. Maier, Fred Keeler and Samuel Bowser, who promptly went to work to meet the responsibilities of the trust imposed upon them, and they have accomplished the work in a way to meet the highest commendation. A lot of ground was purchased in Sedalia, Mo., and the cottage home has been completed in a way that has met with unequivocal approval, and the building, completed in every detail, the key was recently placed in the hands of Bro. Leach.

The gift, which symbolizes the good will and generosity of the brotherhood, rescues Bro. Leach from the tyranny of rent, and gives him a home for himself and wife, where the wish is that the couple, as they advance in years to old age and the infirmities inseparable from it, may spend their declining years as free from care as Providence ever bestows upon weary pilgrims. The MAGAZINE congratulates Bro. Leach upon his good fortune and wishes him and Mrs. Leach many prosperous and happy years.

## THE ROBINSON FUND.

The Robinson monument fund has increased to nearly \$1,000, but at least \$2,000 should be secured to build a monument to the grand old man. Robinson was one of nature's noblemen. He it was who founded the great order of locomotive engineers, built it up until it was strong and influential, gave willingly to its interests, his time, talents and strength, and died poor. He was the pioneer in the organization of railroad employes, the pathfinder to the elevations which they have secured. He could have made money out of the order for he was loved and trusted, he could have died rich if he had bartered his integrity for money. But he lived and died an honest man, and the demand is to build a monument to his memory, worthy of his virtues and splendid example. Railroad employes can do this without any sacrifice. Let the contributions flow in until \$2,000 are secured.

Our highly esteemed friend, Dan B. Honin, is too much in love with Omaha and its people, to accept an invitation to take up his abode in the far and fair famed city of Denver, Colorado. He says:

For the past six months we have been considering the advisability of accepting a flattering offer to remove this journal to the city of Denver. The fact that such an offer has been made is proof that our standing as a railway journal is recognized by the wide awake people of the west. After mature deliberation, however, we have concluded to remain with our paper in this city, and to do as we have done for eight years—print the best weekly paper ever published in Omaha or anywhere else.

There is an adage, that "rolling stones gather no moss," and Sam Jones, the angelic evangelist, says he "likes stickability," and as Dan has concluded to stick to Omaha, we shall hope that his *News-Reporter* will continue to accumulate gold and silver and greenbacks, which, combined, make superb newspaper adornments, and which may be exchanged in the market for such luxuries as make the inner man believe that life is worth the living, and the outer man, as frisky as a young colt. We heartily indorse Dan's estimate of the *News-Reporter*.

We have received a copy of the revised edition of J. W. Sullivan's celebrated treatise on "Direct Legislation by the Citizenship through the Initiative and Referendum," a work that should be read by every workingman in the country. The new edition is a pamphlet of 120 pages of clear print and is a magnificent exposition of the principles and methods of the Initiative and Referendum, a subject that just now is commanding the serious attention of thinkers and students in the affairs of government. Mr. Sullivan is a reasoner of exceptional force, clear and persuasive in style and logical and conclusive in effect, and his work on Direct Legislation is a masterpiece that will have a permanent place in political literature. The price of the book is 25 cents and may be obtained by addressing the author, J. W. Sullivan, Box 1216, New York City.

## OUR GRAND OFFICERS.

The Brotherhood of Locomotive Firemen has reasons for felicitation for having elected Frank W. Arnold to the responsible position of secretary and treasurer of the order. Brother Arnold is a hard worker, methodical, painstaking and affable, and it is gratifying to know that the relations existing between him, Grand Master Sargent and Vice-Grand Master Hannahan are of the most harmonious character. They are all hard workers, all on the alert to promote the welfare of the brotherhood. Brother Arnold in the office and Brothers Sargent and Hannahan on the road, the rank and file may be assured that every interest is faithfully watched and guarded.

## WM. D. ROBINSON MONUMENT FUND.

Wm. D. Robinson, who died at Washington, Ind., on November 7th, 1890, was the founder of the Brotherhood of Locomotive Engineers, and in doing this great work, he as certainly laid the foundation of the Brotherhood of Locomotive Firemen and all other organizations of railway employes.

In closing our obituary notice in the December, 1890, issue of the MAGAZINE, we said:

In this hour, when Locomotive Engineers and Firemen stand uncovered at the tomb of Wm. D. Robinson, the question arises, What can be done to perpetuate the name, the fame, the memory of a man who gave the best years of his life for their benefit? Is not the answer, We will build him a monument worthy of his deeds, of his labors and sacrifices? We will believe that such is the response.

If it is, let the good work begin, and let it be carried forward until a granite or a marble shaft shall mark the spot where his dust reposes.

"What hallows ground  
where heroes sleep?  
'Tis not the sculptured  
piles you heap!  
In dews that heavens far  
distant weep  
Their turf may bloom.  
Or genil twine beneath  
the deep  
Their coral tomb.

"What's hallow'd ground?  
'Tis what gives birth  
To sacred thoughts in  
souls of worth!  
Peace! Independence!  
Truth go forth  
Earth's compass round  
And your high priesthood  
shall make earth  
All hallowed ground."

The poet's idea is correct. Where Wm. D. Robinson sleeps his last sleep is hallowed ground, and monumental marble could add nothing to its sacredness. But it is all of that without reference to the living. What can the living do to bear testimony that the last resting place of Wm. D. Robinson is hallowed ground?

We do not believe the name of Wm. D. Robinson is soon to perish and be forgotten. We believe the brotherhood he founded will be his imperishable monument, and that his name in connection with that great order is to increase in lustre as the years flow on. But that does not cancel the debt of gratitude the two great brotherhoods of the locomotive owe his memory, which if not met, will, in the judgment of mankind, cover the living with obloquy.

We believe the Brotherhood of Locomotive Firemen will respond in a way that will bear eloquent testimony of their appreciation of the life work of the man that made their organization fruitful above measure of blessings to locomotive firemen. Alone and unaided, our order, for the small sum of 25 cents each, could do the work. But we prefer doing it in conjunction with the Brotherhood of Engineers; nor would we confine subscriptions to the two orders, but would invite all the brotherhoods engaged in the train service of railroads to join in the great work of gratitude.

In discussing the propriety of erecting a monument to perpetuate the memory of the

dead philanthropist, we said in the April issue of 1891:

The idea of building a monument to perpetuate the name and fame of Wm. D. Robinson, originated with the FIREMEN'S MAGAZINE. The time has come for action. Contributions should be made. We have said that 25 cents each from members of the B. of L. F. would build the monument. But we surmise that other orders would want a place in the splendid work proposed, and we have opened in the Grand Lodge office of the B. of L. F.,

## A ROBINSON MONUMENT FUND.

Every contribution, however small or large, will be acknowledged in the columns of the MAGAZINE under an appropriate head, and when the contributions approximate a sum which gives assurance of success to the enterprise, a commission made up of the members of the various brotherhoods will be constituted to take charge of the fund and prepare for work.

Members of the various orders subscribing should designate their calling, and if they will give their address, it will be regarded as a favor.

Now, let the good work proceed. Wm. D. Robinson, when alive, was the friend of the workman. He wrote and spoke and toiled to establish a brotherhood and to teach men the power of organized labor. Railroad trainmen had no more ardent and unselfish friend. Let a monument bear testimony that death did not sever the tie that bound him to the living.

If ever a man deserved the grateful homage of his fellows that man was Wm. D. Robinson. He devoted the best years of his life to the great work of organizing railroad men for their moral and material advancement. He toiled without recompense, he endured privations and made sacrifices, the half of which will never be told. He lived and died



WM. D. ROBINSON.

in poverty, that others might fare better than was his lot. Every man, woman and child who has been, is now, or ever will be the beneficiary of any of the brotherhoods of railway employes, owes Wm. D. Robinson a debt of gratitude that can never be paid. Such a man deserves a monument to bear testimony of the love and gratitude of those for whom he accepted poverty, persecution and all their attendant ills, and every member of every organization of railroad employes should cheerfully contribute his mite, small as it may be, to such a noble purpose. Contributions may be directed to the LOCOMOTIVE FIREMEN'S MAGAZINE, Terre Haute, Indiana, all of which will be acknowledged in its columns.

## AMONG OUR CONTEMPORARIES.

*The Union Pacific Employees' Magazine* for May contains a brief history of the strike on the Union Pacific Railway. It says:

During the month of April a labor strike was inaugurated on the Union Pacific Railway system. What is rarely seen in event of strikes, a powerful labor organization on the same system did not only not assist, but opposed it. For that there must be a reason to offer, for such a step would scarcely be expected to come by chance, and it is the purpose of this article to give the reason, and state it so plainly that the least versed in the ethics of the labor movement can understand.

The same old story. It scarcely matters about the "reason," the simple fact stands out, that labor divided must prepare itself for defeat and to witness the triumphs of its foes. The reason is: "divided we fall."

The *Station Agent*, the "official organ" of the International Association of Ticket Agents, the Railway Agents' Association, the American Railroad Clerks' Association and the New England Railroad Agents' Association, published at Cleveland, Ohio, outlines its "platform" in which it says:

The *Station Agent*, therefore, will at all times seek to advance the interests of its clientele, and the railroad interests in general, by strictly adhering to this policy. While extending the right hand of fellowship to all other classes of employees in the railroad service, yet the *Station Agent* maintains that the position of the agents is not such as to warrant or require their affiliation at the present time with their fellow workers in other branches of the railroad service, and we shall at all times oppose the adoption of such a policy.

The *Station Agent* sees success in "going it alone," but "will ever be ready to fight for their (the agents') rights." The S. A. is for peace but not at any price. But in going it alone, however much disinclined, it will accept peace at any price the other side may offer.

The *Railway Conductor* for May reviews with marked ability the decision of Judge Speer, requiring the Receiver to sign a contract with the engineers of the Georgia Central Railroad. Judge Speer decided that the Receiver should make a contract with the engineers, and this fact is heralded with no little flourish of trumpets as a victory of the engineers. One or two more such decisions will leave the great Brotherhood of Locomotive Engineers utterly powerless to protect its members under any conceivable conditions.

The decision of Judge Speer is couched in exceedingly proper words, but they are, nevertheless, pointed. He orders the Receiver to make a contract with the Brotherhood engineers, and all other engineers. The Judge not only knocked out the engineer's boycott regulation but makes them the subordinate officers of the court with the Receiver as their boss. The Judge intimates that an engineer on the Georgia Central may quit, but it must be in such a way as to in-

fluct no injury upon the business of the road, and any wholesale exodus will be treated as contempt. The *Conductor* says:

If such decisions shall be sustained, then there is crying need for legislation, and legislation that will be equally binding upon both parties; let us have legislation recognizing the organizations, and that shall compel them and their members to fulfill contracts made, and if they or their organizations for them, contract with a railway company to do certain things, give the courts power to compel the members to fulfill agreements made for them by their duly authorized representatives; let us at the same time provide for the fulfillment of contracts by the employers, and that will prohibit them from endangering the lives and property of employees as well as passengers, by employing incompetent and unreliable men for position in train service, but let it never be said that the free American people submitted, without protest, to such slavery as these decisions will enforce.

The *United Mine Workers' Journal* in a recent issue deplores the fact that men selected to champion the cause of labor are set upon by carping critics until their lives are made wretched and their influence for good destroyed. It says:

Just look where this carping, growling spirit lands us. We need men of the highest intelligence to guard and champion our interests. We train such men, or give them the opportunity of training themselves; we give them a little tenure of office and at once they become the target of every chronic dyspeptic from one end of the country to the other. Intelligent criticism is not always the weapon used, nor legitimate rebuke to retard, impede and harass them in their very onerous work, but vile misrepresentation, and malignant and contorted interpretation of their almost every act is resorted to by men who either envy or hate them. Their antecedents are ransacked and in some specious way attempted to be made to dovetail into some jaundiced imaginary blunder or criminal malfeasance and, to explain it. In fact from many quarters these men's lives are made, or sought to be made, so burdensome and unpleasant as to finally disgust or oust them.

But, generally speaking, defamation recoils upon those who engage in it. It is the battle that makes the soldier, and the storm that makes the sailor and the men who stride forward in high and honest endeavor, in a great majority of cases, are sustained.

The *Machinery Molders' Journal* comments upon the position taken by the New York *Herald* relating to the unemployed surplus of labor. The *Journal* says:

The New York *Herald* claims there is but one remedy. It says: "Skilled labor is nearly always in demand. A first-class workman is seldom out of a job. It is necessary, therefore, for the new generation to cease dawdling, to give up being jack-of-all-trades, to give themselves vehemently to some special department and to become masters of that. There never yet was a time when it was not easier to earn \$4.00 a day, because you are worth it, than to earn \$1.00 a day at work which 1,000,000 others can do as well as you."

How an increase in the number of skilled workers would better the condition of said workers we are puzzled to know. The keen competition which already exists in this department would become more fierce and cause a downward tendency rather than a leveling up of the lower grades of labor. By the introduction of improved machinery there are hundreds of skilled mechanics thrown out of work every year, and how a large increase of skilled workmen would benefit the unemployed is a co-

nundrum which we would like the *Herald* to explain.

In the foregoing both the *Herald* and the *Journal* say that which ought to attract attention. It is doubtless true, that skilled workmen are, as compared with unskilled, so few, that we hear less of them in the ranks of the unemployed, though, as the *Journal* says: "hundreds of them are usually thrown out of employment." To increase the number of skilled workmen, however desirable that might be, would not advance their wages. On the contrary, as their number increased, wages would go down, and in any event the army of unskilled labor would not be benefited. In solving the labor problem, unskilled labor must be taken into account, else no progress will be made. The tendency is to ignore the unskilled laborer, not only by employers, but by labor leaders and writers as well. The unskilled laborers are not regarded as either a factor or a force in the march of progress—a fatal mistake—but, fortunately a mistake which the unskilled are seeking to correct by organization, and as a result we hear of the organization of hod carriers, of shovelers, of teamsters, of stablemen, of hack drivers, etc., and it is found that when they make demands for better conditions and better wages and strike to enforce their demands, inconveniences occur quite as disastrous, as when organizations of skilled labor decide to quit work to enforce their demands. As a consequence, committees are beginning to understand that common, or unskilled workmen, play a most important part in our boasted progress. It is one of the most cheering of the many signs of the times. It is a leveling up process, evincing intelligence and courage and a comprehension of the labor problem which men who talk and write of labor, would do well to take into account.

The *Street Railway Employees' Gazette*, published at Detroit, Mich., has an article in its May issue on "Labor laws," in which it seeks to show its readers that after all, labor laws are of little benefit to labor, owing to the fact that employers by the aid of the courts practically abrogate such laws.

A law was recently passed by the legislature intended to give every workman one day off in a week. But the street car companies know a trick worth two of that. They simply present each employe with an agreement waiving his rights under the law, and the one who does not sign is out of a job in a few days. And no law can be passed denying the right of private contract. The signing of the agreement is a private contract, and to pass a law forbidding the workmen to make contracts voluntarily would indeed be going back to feudalism. There may be some benefit to the working class in using their political power, but it must be used in curtailing the power of the law makers and the state, giving greater freedom to the individual workman to organize and better his conditions by co-operating with his fellows. Even under present conditions the laboring class can do more by their unions than by their ballots. The shortening of the day's

work in the various trades and occupations has resulted by united action in trades unions. The street car employes in a number of cities have experienced practical results from organization which they failed to accomplish by law or by appealing to the legislatures. The best kind of labor legislation is that which takes place in the trades union meetings.

There is some truth in the foregoing, but to abandon the ballot as a force in remedying evils of which labor justly complains, would be a mistake. Many and substantial victories for labor have been won by the ballot, and more and greater victories are in store for labor, when united, its ballot is cast for honest men as legislators.

The *Railway Carmen's Journal*, for May, under the editorial control of Bro. Kellher, fully maintains its well won prestige in the discussion of topics in which railroad employes have an interest. Referring to the decision of Messrs. Taft and Ricks, in the Ann Arbor case, the *Journal* says:

Without attempting to discuss the decision on its merits or to decide whether the facts of the case were sufficient to uphold the charge of conspiracy, which in cases of this kind is only another name for the boycott, we call attention to the fact that the whole decision hinges upon the power of congress to regulate and control the operations of railroads operating in two or more states. When Judge Taft declares that the federal courts may enjoin Chief Arthur from exerting on railway employes a wrongful influence which, if exerted, would be liable to cause injury to the railroads, he must have in mind an act of congress, not any provision of the common law, for that deals with acts, not influences.

If, then, these decisions be supportable on ethical and statutory grounds, though not at common law, it certainly follows that the next step should be the assumption of the entire control of the railroads by the United States government. Such an assumption would do away with the necessity of any injunction to prevent wrongful influence which would be or become detrimental to the interests of the railroads and the people, for the railroad employes would be government employes, and as readily controlled as postal clerks or employes of the internal revenue department.

Little by little the railroad problem in the United States works out toward the only possible solution—governmental control. Obviously a combination among employes will result in a counter-combination among employers, and when this occurs, as it certainly will—that is, when all the great railroads of the United States have pooled or syndicated their issues—public safety and necessity will dictate a transfer of the power and authority to the people in their corporate capacity—that is, to the United States government.

The May number of the *Switchmen's Journal*, No. 1, Vol. 8, came to us with new departures in make up, well calculated to elicit approval from those who are on the alert for improvements in labor journalism, as, for instance, the double column style for editorial articles has disappeared. And in all regards the *Journal*, from cover to cover, shows careful attention and an appreciation of the beautiful in the "art preservative." In an article—"Learn from Your Enemies," the *Journal* refers to the recent federation entered into at Grand Rapids, and says:

At a meeting held early this month the matter was discussed again, and over the signatures of the

grand lodge officers a circular has been sent to all lodges of the organizations represented at the meeting. The plan leaves it entirely optional with members on each system whether they see fit to co-operate or not. There is nothing in the articles which makes this movement obligatory or binds the men in any way to carry out the functions of the federation. We would take it for granted that any such federation can be dispensed with at any time, and that it is operative only when the committees of the various organizations are acting or working under its rules. When the matter that they have under consideration is disposed of, it ends there until the committee is called upon to consider another case. This being the first time that this kind of federation or co-operation is tried, the result will be watched with great interest by all concerned. It must be understood, however, that no strike can be inaugurated on any system without the sanction of five chief executives of the organizations that are a party to this plan of federation.

We have on our table the initial number of the *Trades Assembly*, published at Pueblo, Col. Concerning "aims and objects," the editor, Mr. Will C. Hyden, says:

The Pueblo Trades Assembly, and the twenty-eight affiliated trades unions, representing the grand army of union labor of Pueblo, recognizing the need of a reliable, fair and favorable medium for the publication of matters of especial interest to themselves and their fellow laborers, and one that can be relied upon to place their cause in a true light before the public, one in which they may show to all that they claim only what is just and right, and wherein they may discuss any and all questions that affect labor and its relation to public affairs, appear before the public in the *Trades Assembly*.

The *Trades Assembly* starts out under favorable auspices and the MAGAZINE wishes it a prosperous career.

The *Express Gazette* quotes the *Denver Times*, in which that paper "points proudly to Colorado's morals," as shown by the "Integrity of Expressmen." It appears that during a period of thirteen years, the Denver & Rio Grande Express Company handled \$400,000,000, of which only \$500 was lost through breach of trust. Says the *Gazette*, "The young men who served as custodians of the transported wealth were not selected because of their being Sunday-school graduates. Business qualifications and general good standing were the sole credentials demanded of them." "Sunday-school graduates," unless otherwise endorsed, does not express very expressly, qualifications for handling money by express.

The *Eight Hour Herald* complains that its articles are appropriated by a contemporary without credit. The contemporary in question may be under the impression that it is inaugurating a *New Era* in journalism, but it labors under a mistake. There may be something new, now and then, in journalism, but this thing of stealing and appropriating articles is not one of them. The only consolation we can offer the *Eight Hour Herald* is, "That big fleas have little fleas on their backs to bite 'em."

## MARTIN & DELANY.

This firm of clothiers doing business at Scranton, Pa., were unjustly included in the list of clothiers who patronized the Rochester combine as published in the August issue of the MAGAZINE. The boycott against the combine has been abandoned, a settlement of the difficulty having been reached, but we feel it a duty to make special mention of the firm of Martin & Delany, as the evidence before us shows that from the first they responded to the call of organized labor and that in all their business affairs they are fair and square dealing gentlemen.

SEND your contribution to the *Robinson Monument Fund*. The memory of the grand old man who is the father of all the railroad brotherhoods must be perpetuated in a way befitting his noble life work.

## AN IDEAL PLATFORM.

MR. EDITOR:—The following planks from the Knights of Labor platform, are good enough for all to stand upon:

4. That the land, including all the natural sources of wealth, is the heritage of all the people, and should not be subject to speculative traffic. Occupancy and use should be the only title to the possession of land. Taxes upon land should be levied upon its full value for use, exclusive of improvements, and should be sufficient to take for the community, all unearned increment.

13. That a graduated income tax be levied.

14. The establishment of a national monetary system, in which a circulating medium in necessary quantity shall issue directly to the people, without the intervention of banks; that all the national issue shall be full legal tender in payment of all debts, public and private; and that the government shall not guarantee or recognize any private banks or create any banking corporations.

15. That interest-bearing bonds, bills of credit or notes shall never be issued by the government, but that, when need arises, the emergency shall be met by issue of legal tender, non-interest-bearing money.

17. That, in connection with the postoffice, the government shall organize financial exchanges, safe deposits and facilities for deposits of savings of the people in small sums.

18. That the government shall obtain possession, by purchase, under the right of eminent domain, of all telegraphs, telephones and railroads; and that hereafter no charter or license be issued to any corporation for construction or operation of any means of transporting intelligence, passengers or freight.

19. That all laws shall originate with the people and be voted on and approved by them before being finally passed upon by congress and legislatures.

Happening to come across a copy of the Knights of Labor platform, and reading it carefully, (not for the first time, however,) I was interested to find that the several planks I herein above submit, form an almost ideal platform, of themselves, upon which a political party might solicit the votes of the people.

It is not so much to call attention to that fact, however, that I send this to the MAGAZINE as to call the attention of my single tax

critics to the fact that the land plank, herewith submitted, is in exact accord with what seems to me to be an idea of perfect justice.

It provides not for a *single* tax upon land values, but for a tax upon land values sufficient to take for the people all the unearned increment which, (non-occupying landlordism being abolished, and with it, monopolistic rent) would be natural or purely economic rent, in a state of freedom.

The platform abolishes the specie basis, making all money issued, full legal tender and none of it redeemable in the other. It provides for government banks, a graduated income tax, governmental ownership of railroads, telegraphs and telephones and the establishment of the initiative and referendum.

*George C. Ward.*

KANSAS CITY, MO.

#### FIREMEN'S RIGHTS.

MR. EDITOR:—It seems that my article in the March MAGAZINE has stirred up the ire of Brother Charles W. Arnold, of Nickerson, Kansas, who, I presume from his talk, is an old time engineer. He has taken it for granted that my article was written especially to slur the engineers, and to boast of the independence of the firemen.

Now if Brother Arnold will read my article again, and will give it a little thought, I think he will see his mistake.

In the first place, my article was written more for the purpose of answering "Main Track's" article, which appeared in last December's MAGAZINE, than for any other; I wanted to show "Main Track" that if firemen had no rights where he is employed such was not the case here. Brother Arnold starts out by saying that "if the fireman don't suit, the engineer can come pretty near getting him pulled off, only his complaint must be made in writing." That only goes to confirm my statement of the case; that the engineer can't have it all his own way, but must give ample proof for his objections. As far as having respect for our engineers is concerned, all laboring men should respect one another, and no one more than engineers and firemen. As to members leaving the B. L. F., as soon as they become engineers, Brother Arnold has certainly allowed his imagination to wander a little, as there is nothing in my article that would lead him to believe I advocated such a policy. I want to see all good members retained in our order be they engineers or firemen, but I did say that I was not in favor of engineers, as a rule, acting on our boards of adjustment. Brothers Scott and Smith are exceptions; I agree with Brother Arnold that Brother J. R. Scott is one of the best men to be found for the business, and too much credit cannot be given him for his labors.

It was really too bad about that young

man who was turned out in the cold by his father just because he was twenty-one years old. He should have thanked his father for not sending him away sooner. I feel very sorry for all poor boys who are treated in that manner. Brother Arnold concludes his remarks with the hope that they will be taken in the spirit in which they are given; that of peace, harmony and good will. Most assuredly they will be considered in that light, and as he seems to be true blue, with grey hairs thrown in, we shall be pleased to hear from him again through the columns of the MAGAZINE.

*O. N. Carpenter.*

WELLINGTON, KANSAS.

#### AID THE MONUMENT FUND.

When a toiler from life has departed forever,  
It seems that his works from our mem'ry we sever.  
The grasses may grow, and the weeds may encumber  
The place where we laid him to take his last slumber.

Though life had been spent in untiring devotion  
To better mankind in his daily commotion,  
We cease to remember the good which he done us,  
Or favors bestowed by his wisdom upon us.

Long moons waxed and waned since the effort was taken

A feeling of gratefulness here to awaken  
For him who is dead, who in life laid the union,  
Which thousands of toilers now tie in communion.  
Appeals were put forth, both in song and in story,  
To build up a shaft to his honor and glory;  
A tardy response is a poor recognition  
Of services meant for our better condition.

Now Robinson lies 'mongst the weeds and the grasses,  
His grave is obscured from each person that passes;  
While thousands less worthy in marble and granite  
Are fondly remembered since leaving this planet.  
Are we to be ingrates, in selfishness living,  
And not the poor pittance of gratitude giving  
To him from whose brain emanated the science  
Of brotherhood methods to win self-reliance?

Come, boys with a will, make a rally together,  
And build up a shaft o'er the grave of our father  
Be proud of your manhood don't stand monthly eging,  
From those who despise such continual begging.  
We owe it to him who has passed o'er death's river.  
Remember his work. Let each one be a giver,  
And soon we shall see, pointing upward to glory,  
A monument telling our brotherhood's story.

*Shandy Maguire.*

#### A MEDICAL HOME FOR RAILROAD EMPLOYEES.

The famous World's Medical Dispensary of Buffalo, N. Y., Dr. E. N. Pierce, President, has taken space in our Magazine beginning with this number for advertising their Erupture and Hernia treatment and the special advantages they offer to Brotherhood men for treatment at their Invalid's Hotel. In testimony they publish a statement from Brother F. S. Auchenbaugh, B. L. E., with his portrait attached. His statement is unqualifiedly a good one. In referring to their little treatise before us (the same as advertised) we find endorsements therein from some of the most eminent men in the country; the late President Garfield being among them. This little book is replete with information concerning this and kindred afflictions and will be sent to any address upon receipt of ten cents by addressing World's Dispensary Medical Association, Buffalo, N. Y.



## BENEFICIARY STATEMENT.

OFFICE OF GRAND SECRETARY AND TREASURER,  
TERRE HAUTE, IND., June 1, 1893.

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of May, 1893:

## RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$264	72	\$192	143	\$144	214	\$102	285	\$194	356	\$44		
2	36	73	86	144	116	215	132	286	160	357	66		
3	540	74	86	145	152	216	64	287	116	358	82		
4	184	75	232	146	198	217	56	288	68	359	70		
5	218	76	54	147	150	218	74	289	118	360	86		
6	148	77	310	148	114	219	118	290	26	361	140		
7	72	78	184	149	554	220	128	291	134	362	40		
8	268	79	76	150	180	221	102	292	56	363	170		
9	286	80	54	151	90	222	78	293	52	364	108		
10	214	81	158	152	142	223	84	294	96	365	68		
11	196	82	360	153	70	224	78	295	34	366	46		
12	270	83	210	154	90	225	48	296	112	367	74		
13	874	84	216	155	106	226	122	297	136	368	78		
14	380	85	158	156	112	227	106	298	98	369	90		
15	126	86	142	157	54	228	272	299	104	370	84		
16	202	87	90	158	212	229	78	300	78	371	76		
17	98	88	114	159	222	230	106	301	88	372	68		
18	120	89	44	160	158	231	164	302	96	373	46		
19	228	90	124	161	38	232	100	303	68	374	92		
20	80	91	120	162	274	233	50	304	124	375	66		
21	200	92	94	163	114	234	108	305		376	62		
22	62	93	108	164	182	235	64	306	180	377	176		
23	58	94	140	165	186	236	138	307	126	378	192		
24	110	95	216	166	202	237	192	308		379	200		
25	152	96	84	167	104	238	124	309	160	380	40		
26	178	97	224	168	138	239	116	310	78	381	62		
27	160	98	74	169	268	240	201	311	48	382	116		
28	130	99	210	170	92	241	364	312	50	383	82		
29	56	100	118	171	84	242	204	313	84	384	116		
30	100	101	124	172	104	243	36	314	74	385	84		
31	70	102	166	173	130	244	40	315	152	386	86		
32	90	103	90	174	136	245	46	316	108	387	64		
33	106	104	116	175	224	246	132	317	92	388	138		
34	112	105	210	176	100	247	224	318	86	389	58		
35	72	106	46	177	78	248	184	319	116	390	38		
36	134	107	198	178	182	249	128	320	192	391	116		
37	82	108	82	179	50	250	212	321	50	392	66		
38	114	109	134	180	60	251	316	322	58	393	62		
39	58	110	90	181	56	252	164	323	30	394	60		
40	158	111	180	182	74	253	94	324	66	395	60		
41	56	112	82	183	212	254	168	325	90	396	100		
42	44	113	122	184	68	255	88	326	86	397	50		
43	140	114	52	185	82	256	56	327	106	398	62		
44	184	115	74	186	106	257	108	328	130	399	46		
45	230	116	80	187	84	258	76	329	38	400	68		
46	90	117	110	188	248	259	122	330	156	401	86		
47	204	118	64	189	116	260	82	331	86	402	68		
48	172	119	48	190	38	261	84	332	84	403			
49	128	120	126	191	120	262	112	333	190	404	58		
50	284	121	140	192	224	263	116	334	118	405	140		
51	84	122	68	193	92	264	116	335	100	406	38		
52	182	123	142	194	134	265	132	336	34	407	104		
53	116	124	92	195	48	266	166	337	202	408	108		
54	230	125	72	196	144	267	142	338	90	409	90		
55	74	126	82	197	110	268	70	339	360	410	98		
56	56	127	108	198	116	269	132	340	72	411	28		
57	326	128	70	199	60	270	196	341	62	412	66		
58	82	129	198	200	90	271	84	342	56	413	54		
59	164	130	202	201	106	272	44	343	46	414	70		
60	24	131	84	202	140	273	116	344	120	415	180		
61	202	132	106	203	148	274	74	345	58	416	56		
62	138	133	130	204	68	275	70	346	34	417	68		
63	134	134	118	205	104	276	68	347	72	418	58		
64	128	135	74	206	110	277	26	348	100	419	82		
65	104	136	50	207	214	278	36	349	90	420	106		
66	92	137	60	208	74	279	60	350	118	421	46		
67	210	138	106	209	112	280	56	351	34	422	52		
68	108	139	58	210	56	281	88	352	100	423	114		
69	58	140	172	211	204	282	84	353	50	424	136		
70	90	141	312	212	68	283	86	354	142	425	106		
71	160	142	250	213	52	284	304	355	118	426	42		

## RECEIPTS—Continued.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
427	\$66	440	\$102	453	\$100	466	\$162	479	\$54	492	\$60		
428	62	441	454	114	467	70	480	46	493	50			
429	74	442	72	455	44	468	42	481	84	494	44		
430	64	443	80	456	70	469	30	482		495	88		
431	160	444	142	457	36	470	74	483	52	496	42		
432	140	445	60	458	52	471	56	484	40	497	44		
433	72	446	110	459	78	472	166	485	170	498	52		
434	128	447	62	460	80	473	80	486	50	499	84		
435	46	448	112	461	58	474	44	487	80	500	48		
436	40	449	64	462	112	475	102	488	36	501	42		
437	40	450	92	463	88	476	48	489	54	502	48		
438	44	451	34	464	36	477		490	56	503	22		
439	76	452	56	465	56	478	92	491	58				

Balance on hand May 1, 1893 . . . . . \$40,659 75  
Received during month . . . . . 55,404 00

Total . . . . . \$96,063 75

## DISBURSEMENTS.

By Claims 966, 967, 968, 969, 970, 971, 972, 973,  
974, 975, 976, 977, 978, 979, 980, 981, 982, 983,  
984, 985, 986, 987, 988, 989, 990, 991, 992, 993,  
994, 995, 996, 997, 998, 999, 1000, 1001, 1002,  
1003, 1004, 1005, 1006 . . . . . \$61,500 00

Balance on hand June 1, 1893 . . . . . \$34,563 75

Respectfully submitted,

F. W. ARNOLD.

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Vol. XVII — 1893 — No. 8.

# LOCOMOTIVE FIREMEN'S MAGAZINE

EUGENE V. DEBS · EDITOR ·



August

PUBLISHED MONTHLY AT TERRE HAUTE, IND.

# LOCOMOTIVE FIREMEN'S MAGAZINE.

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AUGUST, 1893.

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## EDITORIAL.

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### HON. JNO. J. INGALLS ON THE SITUATION.

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Ex- U. S. Senator Jno. J. Ingalls is engaged in writing a series of articles for the St. Louis *Globe-Democrat*, in which he occasionally introduces topics which are of special interest to the labor world. In a recent article we have brief dissertations on money, the distribution of wealth, social maladies, centralization, nationalism, single tax, and some other things of like character.

Mr. Ingalls, while representing Kansas in the U. S. Senate, easily gained a national reputation by his skill in debate. Epigrammatic, keen as a razor and quick as a flash, he taught his associates the value of discretion when contemplating an attack upon him. His *repertoire* had immense range, and with *fixed* ammunition in exhaustless quantities, he exploded fire crackers or bombs as occasion required. Since his retirement from the senate, he has tried the lecture field and is now engaged in demonstrating that his pen is sharper than his tongue and mightier than a sword.

In the article before us, he starts out by giving his idea of money, and avers that "there is no form of power so tangible, so substantial and palpable, so positive and so readily apprehended as that which accompanies and results from the possession of money. The desire for money is the most constant and universal passion among men; not always—seldom, perhaps—for its own sake, but for its consequences, its effects, what it commands and what it brings." This estimate of money will be accepted, we think, as approximately correct. There are men who desire money for its own sake. They are the mentally deformed humans known as misers, whose money does them no good and is of no service to society. They make no boast of their hoardings, deriving all their satisfaction in the knowledge of possession. Others, as Mr. Ingalls says, desire money because of its power to influence conditions, and in this power find their supreme enjoyment. Wedded to their money and worshipping it

with more than pagan idolatry, they nurse their greed and pile up their fortunes regardless of ways and means; they grow rich upon the woes and misfortunes of others, and are damned before they die, but dead or alive they are the targets for the shafts of scorn hurled at them by men capable of distinguishing between decency and depravity.

In the course of his article Mr. Ingalls says that "less than a century ago the social condition in the United States was one of practical equality. In our first census period there was neither a millionaire, nor a pauper, nor a tramp in the country. The first American to pass the million-dollar goal was the original Astor, about 1806, who had migrated from Germany not many years before, the son of a butcher, with a pack of pelts as the foundation of his fortune." What has transpired in the United States during the period between the first and the tenth census? Millionaires have multiplied, and in a far greater ratio paupers and tramps, in the march of progress and poverty, have lined the track with their monuments, until at last we have the Columbian exhibition that excites wonder and admiration on the one hand, and on the other hand, poverty and squalid wretchedness and degradation, equally amazing. Why this astounding change in a hundred years? Why practical equality without a tramp one hundred years ago, with practical equality a delusion now and armies of tramps and paupers on every hand in A. D. 1893? Labor has never been idle in all of these years. The history of our national development reads like a fairy tale. The imagination is scarcely able to grasp the facts, and yet the victims of poverty have multiplied as the nation has grown richer, and men are forever asking the reason why? They find it, but when a remedy is sought to be applied, the possessors of money apply its power and a victory is won for wealth. It debauches legislatures and congresses, it issues its decrees and soldiers with shotted guns do its bidding, it enters the temples of justice and judges fall prostrate before it. Mr. Ingalls paints a picture of poverty as follows:

"Old age and poverty," says Shakspeare, "are an ill-matched pair," and at any stage nothing is so melancholy, so wretched and depressing, as hopeless and helpless poverty. The man whose daily bread for himself and his family depends upon wages that an employer may give or withhold at pleasure, is not free. The alternative between starvation and submission to a schedule is slavery. Liberty is something more than a name. He who depends upon the will of another for shelter, clothing and food cannot be a free man in the broad, full meaning of that word. Freedom does not consist in definitions. The declaration that life, liberty and the pursuit of happiness are the inalienable rights of every human being makes no man independent. The right to liberty is an empty mockery and delusion, unless the power to be free exists also. Freedom is not merely the removal of legal restraints, the permission to come or go. Added to these must be the capacity and the opportunity, which only exemption from the necessity of incessant daily labor can bring. To paraphrase Shakspeare, poverty and liberty are an ill-matched pair. Freedom and dependence are incompatible. The abolition of poverty has been the dream of visionaries and the hope of philanthropists from the dawn of time. The inequality of fortunes and the obvious injustice of the unequal distribution of wealth among men have been the perplexity of philosophers. It is the un-

solved enigma of political economy. Civilization has no paradox so mysterious as the existence of hunger when there is an excess of food—of want in the midst of superfluity. That one man should have possessions beyond the capacity of extravagance to squander and another, able and willing to work, should perish for want of embers, rags and a crust, renders society unintelligible. It makes the charter of human rights a logograph. So long as such conditions continue, the key to the cipher in which destiny is written is not revealed—the brotherhood of man is a phrase, justice is a formula and the divine code is illegible.

Is there anything in the foregoing to make a man love either his fellow man, his country, or his God? It is Ingalls in one of his daring presentations of conditions of the people in "the land of the free and the home of the brave." In reading Ingalls on the situation, who so bold as to deny his allegations? There they stand, every line as vivid as if written in lightning upon the bosom of a storm cloud. As we read, we are led to ask, is liberty, equality, justice and independence only Sodom apples, only

Dead sea fruit that tempts the eye  
And turns to ashes on the lips.

Mr. Ingalls informs his readers that "the exasperation of the poor at the insolent ostentation of the rich has overthrown empires," that "the relief of the needy has been the object of statutes human and divine. The complaints of the wretched are the burden of history." It is seen that Mr. Ingalls points out that a hundred years ago we had in this country "practical equality," and that tramps and paupers were unknown. In all of these years the country has been under the guidance of a government of the people, constitutions and laws of their own making, and yet Mr. Ingalls intimates that liberty, justice, and all things of good report are, in the United States, the merest shams, having no real existence; that workingmen who toil for stipulated wages are slaves, and so on for quantity and quality as we have shown by extracts from his remarkable paper. Mr. Ingalls tells his reader that "at the time of Cæsar 2,000 plutocrats practically owned the Roman empire, and more than 300,000 heads of families were mendicants, supported by donations from the public treasury. The same struggle has continued through the middle ages into the nineteenth century. There is no remedy prescribed to-day that has not been ineffectually administered to innumerable patients before; no experiment in finance and political economy proposed that has not been repeatedly tried, with no result but individual disaster and national ruin." In this, Mr. Ingalls expands to the fullest proportions of a pessimist. So far everything has grown from bad to worse, and in the march of progress and civilization nothing has been proposed different or better than in the days of ancient Rome, and still further back as far as the records go. After such asseverations, Mr. Ingalls changes front and intimates some confidence in the justice of God, and that since the days of Rome's sway things have changed, and that new forces, which Rome never dreamed of, have been put into operation. He says:

To admit that the ignorance, wretchedness, disease, want, poverty and deg-

radation of society are inevitable and irremediable. is to impeach God. To repeat the vain and paltry expedients which the experience of centuries has rejected as frivolous chimeras and vagaries, is to acknowledge that civilization is a failure and that man's only refuge from the infirmities and obstacles of his nature is in barbarism, the equality of the savage, where all fortunes and stations and conditions are reduced to the level of the lowest by the irresistible gravitation of its basest appetites and the inertia of its most groveling instincts.

At last, after much random groping and many bloody and desperate combats with kings and dynasties, privilege, caste and prerogative, old abuses, formidably entrenched orders, titles and classes, the ultimate ideal of government has here been realized, and the people are supreme. The poor, the toilers, the laborers are the rulers. They make the laws, they form the institutions. Louis XIV. said: "I am the state." Here the wage-workers, the farmers, the blacksmiths, the fishermen, the artisans, say: "We are the state." Confiscation and pillage and the enrichment of royal favorites are unknown. Every man, whatever may be his nativity, his faculty, education or morality, has an equal chance with every other in the race of life. Legislation, whether good or bad, is enacted by the majority, and bears equally upon all. The means of education are as widely diffused as the desire to know, and the opportunities for happiness are commensurate with the capacity to enjoy.

It is easy to see that in the foregoing Mr. Ingalls, with remarkable success, swallows himself most effectually. There has been a grand march of knowledge and of civilization, and the present is not as in the days of Rome, but "the poor, the toilers, the laborers are the rulers, they make the laws, they form the institutions," and "we are the state," and "every man has an equal chance." If this is so, then to work upon "schedule" wages is not "slavery," and liberty is in fact something more than a name, and the right to liberty is no longer an "empty mockery and delusion."

Mr. Ingalls revels in contradictions. He avers that "the condition of the masses is immeasurably bettered with the advance of civilization. The poorest artisan to-day has free enjoyment of comforts and conveniences that monarchs with their treasures could not purchase five centuries ago." And yet, says Mr. Ingalls, "universal suffrage has not proved a panacea for the evils of society. Poverty is not abolished. Though wealth has accumulated beyond the dreams of avarice, the inequality of distribution is as great as in the time of Job and Solon and Agis." It would be difficult, even for Mr. Ingalls, to formulate more diametrical contradictions. First he declares that the poorest artisan of the present, in comforts, out-rides monarchs of five centuries ago, and yet, he avers that the distribution of wealth is as unequal as in the days of Job. If so, how comes it that artisans now are more than the equal of kings only five centuries ago? In what countries are artisans the equal of kings five centuries ago? Only in the United States, since only in the United States is the citizen a sovereign in his own right, made so by universal suffrage, which, while not a panacea for all the ills of society, can be made a remedy for all the ills which flow from unjust laws.

Mr. Ingalls admits that under the present *régime* the "wants and desires of workingmen are multiplied more rapidly than the means of gratification. Education, daily newspapers, travel, libraries,

parks, galleries and shop windows have widened the horizon of workingmen and women, increased their capacity for enjoyment, familiarized them with luxuries and the advantages of wealth. Political instruction has taught them the equality of man and made them acquainted with the power of the ballot." Admit this for all it is worth, the question is, what of it? It simply indicates that workingmen and women, animated by worthy ambitions, are putting in operation forces of which the ancients were ignorant, and are achieving triumphs which presage conditions which Mr. Ingalls sees but dimly, if at all. Mr. Ingalls, as if determined to light bonfires and then extinguish them as was done when the palace of the king of the Lilliputians was on fire, affirms that "false teachers have convinced them that all wealth is created by labor, and that every man who has more than he can earn with his hands by daily wages is a thief, that the capitalist is a foe, and the millionaire a public enemy who should be outlawed and shot at sight."

If Mr. Ingalls denies that all wealth is created by labor, he does himself rank injustice by not stating what besides labor does create wealth. It is not true that workingmen, as Mr. Ingalls intimates, as a whole believe a man is a thief who has more than he can earn with his hands by daily wages, or that the capitalist is necessarily a foe, and that the millionaire is a public enemy to be outlawed and shot at sight. There may be, indeed there are, anarchists, who wear the badge of labor, who come within the indictment, but to charge such things upon workingmen is as false as it is vicious, and demonstrates that ex-Senator Ingalls, in the discussion of topics relating to labor, intended from the start to make workingmen odious, regardless of his own reputation for honesty. And the closing paragraph of his article demonstrates very conclusively that after all of his seeming sympathy for labor, he is probably the paid advocate of those whose purpose it is to bind still greater burdens upon the backs of workingmen.

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## THE CHICAGO ANARCHISTS.

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On the night of May 4th, 1886, there was a meeting held in Haymarket Square, Chicago. The attendance was estimated at about one thousand persons, who were denounced as anarchists.

Americans, being in favor of law, order and a stable government, anarchists, who oppose such conditions, are necessarily unpopular in the United States. The meeting in Haymarket Square, it seems, was called to publicly discuss numerous outrages perpetrated upon workingmen in Chicago by the police and Pinkerton thugs.

Governor Altgeld, in his masterly message, extending pardon to



three Anarchists, makes the following statement showing the underlying causes of the Haymarket meeting:

"Again it is shown that the bomb was in all probability thrown by some one seeking personal revenge; that a course had been pursued by the authorities which would naturally cause this; that for a number of years prior to the Haymarket affair there had been labor troubles, and in several cases a number of laboring people guilty of no offense had been shot down in cold blood by Pinkerton men and none of the murderers were brought to justice. The evidence taken at coroners' inquests shows that in at least two cases men were fired on and killed when they were running away and there was consequently no occasion to shoot, yet nobody was punished; that in Chicago there had been a number of strikes in which some of the police not only took sides against the men, but without any authority of law invaded and broke up peaceable meetings, and in scores of cases brutally clubbed people who were guilty of no offense whatever."

In this, the Governor arraigns the government of Chicago and states facts which would make anarchists of Quakers. People shot down in cold blood, who were guilty of no offense, by Pinkerton thugs, and never brought to justice, and a brutal police clubbing people who were guilty of no offense whatever, and never punished for their infamous outrages, would, anywhere under heaven create anarchists. It should be borne in mind that it is the Governor of Illinois who arraigns Chicago for the perpetration of murders as black as that caused by the Haymarket bomb, for he says the Pinkertons, employed by Chicago, had in cold blood shot down a number of laboring people, guilty of no offense, and that none of the murderers were brought to justice. What more natural than that such murders should create excitement and result in fiery denunciation?

But we write for the purpose of getting before our readers the views of Governor Altgeld, as expressed in his message pardoning three of the convicted anarchists—Michael Schwab, Samuel Fielden and Oscar Neebe. Besides the three anarchists named, there were five others indicted for murder, viz: Albert R. Parsons, Louis Lingg, George Engle, Adolph Fischer and August Spies. Louis Lingg committed suicide, while Parsons, Fischer, Engle and Spies were hanged.

Governor Altgeld makes the declaration that the convicted anarchists not only did not have a fair trial, but on the contrary, the purpose of the trial was to convict regardless of proof, and that conviction was obtained by methods the most scandalous and infamous that ever blackened the records of Anglo Saxon jurisprudence. A miscreant, by the name of Henry L. Rice, was made special bailiff to summon men to act as jurors, who, it is shown, had openly and repeatedly expressed opinions relating to the guilt of the accused, and boasted that the indicted men would hang as certain as death, and Governor Altgeld shows that the trial Judge outraged justice and fair dealing by using his position to secure conviction.

No one attempts any defense of the man who threw the murderous bomb, but the man who threw the bomb could not be discovered. All efforts to find him utterly failed. He was the one and the only one guilty of murder, and in this connection Governor Altgeld says:

The prosecution could not discover who had thrown the bomb and could not

bring the really guilty man to justice, and, as some of the men indicted were not at the Haymarket meeting and had nothing to do with it, the prosecution was forced to proceed on the theory that the men indicted were guilty of murder because it was claimed they had at various times in the past uttered and printed incendiary and seditious language, practically advising the killing of policemen, of Pinkerton men and others acting in that capacity, and they were, therefore, responsible for the murder of Mathias Degan. The public was greatly excited, and after a prolonged trial, all of the defendants were found guilty; Oscar Neebe was sentenced to fifteen years' imprisonment and all of the other defendants were sentenced to be hanged.

It will be observed that the men tried and convicted, five of whom were sentenced to be hanged, two imprisoned for life and one for fifteen years, were not tried for committing the crime of murder, but for "uttering and printing seditious language, practically advising the killing of policemen and Pinkertons and others acting in that capacity."

Governor Altgeld, in issuing his pardon sets forth the fact that petitions for executive clemency, and letters have poured in upon him, setting forth the reasons why the Governor should act. These petitions assert as follows:

"1. That the jury which tried the case was a packed jury selected to convict.

"2. That according to the law as laid down by the Supreme Court both prior to and again since the trial of this case, the jurors, according to their own answers, were not competent jurors, and the trial, therefore, was not a legal trial.

"3. That the defendants were not proven to be guilty of the crime charged in the indictment.

"4. That as to the defendant, Neebe, the state's attorney had declared at the close of the evidence that there was no case against him, and yet he has been kept in prison all these years.

"5. That the trial Judge was either so prejudiced against the defendants, or else so determined to win the applause of a certain class in the community that he could not, and did not grant a fair trial.

In commenting upon the foregoing, the Governor leaves nothing in the dark, but shows most conclusively that the jury was packed and selected to convict—that the trial was throughout illegal, and that while the dead had passed beyond the reach of the clemency which justice and mercy demands, the survivors could be and ought to be pardoned. The Governor fortifies his act of clemency by reciting, in detail, the questions propounded to men selected by Rice for jurors and their answers, and in reading them now, after passion has subsided and reason has resumed its sway, the infamy of the proceedings to convict in defiance of law, justice and all things decent, sends a thrill of horror through every fibre of the hearts of honest men. Judge Lynch, at the head of a mob, was never more cruel. It was an exhibition of civilized savagery without a parallel in all of the centuries.

It is of special importance for those who would have any clear conception of the farce trial, or a trial to convict, to know how Rice and the trial Judge proceeded to secure a jury to convict. We give the official records of a case or two which illustrates the infamy of the proceedings:

"H. N. Smith, hardware merchant, stated among other things that he was prejudiced and had quite a decided opinion as to the guilt or innocence of the defendants, that he had expressed his opinion and still entertained it, and candidly stated he was afraid he would listen a little more attentively to the testimony which concurred with his opinion than the testimony on the other side; that some of the policemen injured were personal friends of his. He was asked these questions:

Q. That is, you would be willing to have your opinion strengthened and hate very much to have it dissolved?

A. I would.

Q. Under these circumstances do you think that you could render a fair and impartial verdict?

A. I don't think I could.

Q. You think you would be prejudiced?

A. I think I would be, because my feelings are very bitter.

Q. Would your prejudice in any way influence you in coming at an opinion, in arriving at a verdict?

A. I think it would.

"H. D. Bogardus, flour merchant, stated that he had read and talked about the Haymarket trouble; had formed and expressed an opinion; still held it as to the guilt or innocence of the defendants; that he was prejudiced; that this prejudice would certainly influence his verdict, if selected as a juror. *I don't believe that I could give them a fair trial upon the proof, for it would require very strong proof to overcome my prejudice. I hardly think that you could bring proof enough to change my opinion.*

The foregoing is in keeping with others who, though challenged for having formed an opinion and being prejudiced against the defendants, but were, nevertheless, forced upon the jury to try men impartially, whose life and liberty trembled in the balance. Every allegation set forth by the petitioners Governor Altgeld held to be absolutely true. First, the jury was packed to convict. Second, the law was ruthlessly bludgeoned out of court. Third, the defendants were not proven guilty. Fourth, Neebe was absolutely innocent, and fifth, the Judge showed himself to be a monster. The trial was a crime and the execution of the men judicial murder.

What of it all? The trial was a monstrous perversion of justice—a disgrace to our civilization, a murderous stab at free speech and if such infamous court proceedings could be made the rule in the United States the difference between Russia and America would not be perceptible. The three men rescued from prison is something in the line of redeeming the country from this odium of the trial, and Governor Altgeld deserves a monument for the moral courage he has displayed in breaking the fetters forged by a judicial crime, and thereby setting three unfortunate men, who were not legally convicted, free.

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THE Chicago Sunday Post is authority for saying that Chicago has 232 millionaires. The men standing at the head of the list, are Marshall Field and Phillip D. Armour, both of whom are credited with fortunes amounting to \$40,000,000.

## CONTRIBUTED.

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### A CITYLESS AND COUNTRYLESS WORLD.

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BY MARIE LOUISE.

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Under this caption, Mr. Henry Olerich, of Holstein, Iowa, writes a 447 page book on "Practical Coöperative Individualism." Like all speculative philosophers, the author believes in the forceful action of the allegoric style on the minds of intelligent men and women. To that effect, he introduces to us a Mr. Midith, who was born on the planet Mars and had undertaken to visit our earth by means of a "projectile." The missile reached our planet, not on solid ground, but in the waves of the Pacific, about a mile from the western shores of the United States. But "being a Marsite, and consequently a good swimmer," he had no difficulty in reaching the shores.

The story opens ten years after this adventurous landing. At that time, Mr. Midith had mastered the English language and was engaged "in canvassing Herbert Spencer's Synthetic Philosophy." "In the pleasant little village of Dozen," he knocked at the door of a Mr. Nivins and solicited an order for his book. Mr. Nivins being a man of literary abilities, the name of Herbert Spencer struck a sympathetic chord in his breast, and, as at that time it rained heavily, he invited the agent under his sheltering roof. Mrs. Nivins, a woman of culture and intellect, greeted the stranger and her children surrounded him, evidently attracted by a peculiarity in his features. The rain continuing to fall in torrents, Mr. Nivins invited the stranger to remain over the night and "make himself at home." Greatly impressed by the kind and intelligent faces of his hosts, Mr. Midith accepted the invitation, and, while the rain furiously beat against the windows, he commenced relating to his new friends the story of his journey from the planet Mars to our Earth. The astonished and interested family prevailed on him to remain with them a few days and tell them all about the people on Mars.

The narrative of Mr. Midith relates to the social, industrial and economic conditions of the inhabitants of his native world. Their planet being older than our own, the inference is the higher degree of their intelligence and the greater perfection of their social status.

Mr. Olerich, transformed into Mr. Midith, ably discourses on astronomy, geology and the law of gravitation. "There is a point somewhere," he says, "between them" (the earth and Mars) "where a body would be equally attracted by both, would neither fall to the earth nor to Mars. But if moved a little towards either one from

the point of equilibrium, it would fall the whole distance towards that body with a continually increasing velocity.

Mr. Midith makes a strong plea in favor of the theory of evolutionary development in the universe, and against the hypothesis of "special creation." But his main effort is, by the aid of illustrations to raise the curtain of the future and let us behold a condition of society wherein plutocracy, monopoly, financial gambling and industrial corruption have dug their own grave and fallen into it; where man has learned how to be *free and happy by building his own happiness on that of his fellow men.*

This prophecy may be but a dream, a utopian anticipation, but Mr. Olerich, moved by the spirit of the time, is led on to dream and to tell us of his dream.

It cannot be denied, (and it were unwise to overlook the fact), that in our present society, a feeling of irrepressible unrest prevails. Modern thinkers and writers, as moved by a common impulse, dissent on social and economic questions. From the professor in his chair of philosophy to the clergyman in his pulpit, and even the Pope in his Encyclical letters, down to the writers of romance and those of trashy fictions, one and all, strike a common chord and utter a similar cry: "Society is out of equilibrium! Wreckers are ahead!"

Heretofore, all speculations on the line of a perfectly equitable adjustment of social relations, have been based on altruism and constructed on the assumption that *the interests of the individual member must be subservient to those of the collectivity.* Plato's "Model Republic;" Sir Thomas More's "Utopia;" St. Simon's and Charles Fourier's "Communities;" the schemes of Robert Owen, Josiah Warren, and the modern attempts at establishing colonies are all more or less, conceived and erected on altruistic theories.

But in his work "A Cityless and Countryless World," Mr. Olerich discards the time-honored doctrine of altruism, and boldly constructs his model commonwealth on a base of egoism, that is to say, on the assumption that *the interests of the community must be subjected to the interests of the individual unit.*

Clearly, he has undertaken to reconcile two theories formerly regarded as antagonistic. The adherents of altruism deprecate individualism because of the idea of isolated action it suggests to them. The votaries of individualism, on the other hand, shrink from altruistic theories of organization, because these appear to batter on all the corners of personal liberty and threaten to stunt man's best activity.

The great perfection attained in labor-saving machinery and the large demand for commodities, leave no doubt as to the necessity for a system of industrial coöperation. Were individualists to ignore this fact (as collectivists assure us they do), their speculations would have to collapse from want of adaptability to meet modern requirements. On the other hand, were collectivists to insist on maintaining that industrial coöperation necessitates the subjection of indi-

vidual liberty to associational interests, then, the practicalization of their scheme would meet with early jarring and rebellion would shatter its structure ere the experimental phase had concluded; for the love of liberty is a burning, consuming flame in the breast of man!

Reasoning *a priori*, Mr. Olerich takes for premiss that "all sentient beings of which we have knowledge, are in pursuit of the greatest happiness—happiness is the aim and end of *all*."

The question: what is happiness? at once suggests itself.

Happiness is the absence of pain, and pain, invariably results from a transgression of the laws of nature to which all organisms are subject. Hence pain is the result of sin.

This admitted, it follows logically that happiness, the antonym of pain, is the result of virtue, the antonym of sin.

"What is virtue," the dogmatist will ask, "is it not purity, chastity and integrity?"

"Virtue," answers Plato, "is *phrenosis*, i. e. wisdom, a practical insight."

"Virtue," answers Socrates, "is knowledge."

"Imperial heaven," says Confucius, "will assist only virtue."

"Vice is folly!" exclaims the wise Solomon.

"I myself, am heaven and hell," declares Omah Cayah, the great Persian pessimist of antiquity.

On these testimonies of the ancient philosophers which are engraven on the rock of ages, Mr. Olerich has evidently grounded the ethics of his model commonwealth. It is necessary for man to secure happiness, and, failing to do so, he must exist in a state of disturbing perplexity which has a reflex action on his fellow beings.

To be happy, man needs to be virtuous—to be virtuous is for him to understand the laws of his own being and their relation to the order of things in the universe. To acquire that knowledge, his individual liberty must needs be unfettered, and in proportion that it is free from shackles, will the individual attain happiness through knowledge.

The diversity of idiosyncracies among human animals, forbids a prescribed line of ethics and physical operations. According to Mr. Olerich, the discovery of truth, or of what is *absolutely* right, depends on the relation of our mental status to the altitude in which truth is located. "A *high* sea level," he says, "makes a low mountain, a *low* sea level makes a high mountain." Men quarrel and wrangle about truths their minds have not been able to comprehend; on discovered truths, they always agree. Social harmony, therefore depends on the numbers of individuals who have acquired the knowledge of what *is*, and have discarded the childish notions of speculating on what *might* or *ought* to be.

These are the fundamental principles on which Mr. Olerich has based the practical plans of his social organization and industrial coöperation. Whether, or not, he has succeeded in contriving means by which personal liberty may remain integral in the bosom

of associational reciprocity and ostensible self-surrender, is a question the readers of "A Cityless and Countryless World" will have the opportunity to answer for themselves.

To follow the chain of reasoning of the author, is certainly as interesting as it is instructive. Not content with marshalling in order numerous axiomatic truths, he sustains the force of his position by a profuse number of illustrations.

Alexander the Great, history tells us—introducing himself to Diogenes the Cynic said: "I am Alexander the Great." "And I am Diogenes the Cynic,"—the other replied unmoved.

Alexander, surprised at the philosopher's cool behavior, asked him in which way he could serve him.

"You can stand out of the sunshine," was the abrupt reply.

This curt answer was a true expression of Cynic philosophy. The underlying idea of that system of thought being that man is an unwelcome guest at the overcrowded banquet of nature, Alexander had no right to enjoy the sunshine in common with Diogenes. From that spirit of cynicism, has sprung asceticism and self-mortification within the church. Man was judged unworthy of enjoying the scanty gifts of nature. What little was allowed to him, he received as a favor which he did not merit.

In the end of the last century, Rev. Malthus, moved by the malignant spirit of cynicism, and too much blinded to distinguish cause from effect attributed the deplorable condition of the masses to the fact that only a select number of human beings may be sustained by the possible production of the earth, and that, consequently, the increase of population must be checked by the destruction of embryonic life and other devices of his morbid imagination.

Philosophic cynicism, pious asceticism and sickly Malthusianism, have in the past, battered man's dignity and stunted his best energies. The masterpiece of creation has been degraded to the level of a hopeless beggar, a humble and humiliated recipient of favors, instead of presiding over all things as the master-mind, the noble lord of earth. The religious, philosophic, industrial and economic Malthuses endeavor to adjust population to the means of sustenance their pessimistic minds believe the earth capable of producing. In their bloated conceit, they have donned the almighty right of dispensing permits to live and injunctions to die.

But, from the remotest time, down to our own, thinkers have appeared now, and again, whose love of mankind impelled them to question the soundness of the theories of woe, and to them, the truth became evident. Not the capacity of the *production* of the earth is faulty, but the *distribution* of the produced wealth. Between the wealth produced and that necessary for our present population, there exists a surplus which is destroyed by becoming waste. To prevent that waste and preserve the wealth produced in its integrity, is the aim and object of all genuine philanthropists and intelligent men and women of our day.

Thinkers who dig below the surface of things, have also discovered



that the earth, manipulated with intelligence, can produce, not only sufficiently to sustain our present population, but even an increase of many millions, and this, with but a few hours daily of productive labor by each individual.

Mr. Henry Olerich is one of those earnest investigators who have arrived at that conclusion. In his book, he reveals to us his faith in, and hope for mankind. Some persons may differ from him on his conclusions; some may accept part of them and reject the rest, but all persons unbiased by preconceived notions, will give him credit for knowledge and sincerity. They may pause before features apparently objectionable, but the fascination imparted by his vivid pictures, will win them to resume reading on.

The hypothetical inhabitants of Mars are described as living in dwellings capable of accommodating, at least, one thousand persons. This structure is about eight stories high; the main building measures 150x600 feet, and three wings on each side for private apartments, measure 60x300 feet. These immense dwellings are scattered from distance to distance over the land and are called "big houses." They are built about half a mile apart all round rectangular fields twenty-four miles long and six miles wide. There are double tracked electric motor lines running all round these large divisions of land, so that every "big house" is built on a motor line. Electricity is used for lighting and heating purposes, for cooking, washing and drying. It runs all the agricultural and industrial machinery; propels railway trains at the speed of over one hundred miles an hour and ships on the sea with corresponding rapidity. Electricity distributes letters and forwards them to their ultimate destination, viz: to a box attached at the door of the private apartment of each individual in the community.

Manual labor is almost eliminated and, with the help of the powerful machinery, *two* hours of daily productive labor are sufficient to produce all the necessaries and luxuries a person may wish.

The "big houses" are elegantly and profusely furnished with all things necessary for comfort and education. Electric cars convey their inmates from their doors to any part of the surroundings, and land them and their baggages at railway stations.

Every man, woman and child, has a private apartment which no one presumes to enter except by special invitation of the owner.

Two artificial lakes for bathing and swimming purposes, one for adults and one for children, are conveniently situated. Avenues, or promenades, 100 feet wide; a conservatory 500 feet wide; a garden 1,000 feet wide; an orchard of the same dimensions; fields reaching far away; green houses 500 feet wide; outdoor nurseries for children, etc., etc., stretch out from the "big houses."

"We have no oxen, no horses, no draught animals"—relates Mr. Midith,—“the farming is all done by electric power. A locomotive which builds and takes up its own track, does all the ploughing, sowing, harvesting, etc. Instead of fencing each little patch of land and turning our weak, tired teams before all these fences, destroying

in the act of turning the very crop we endeavor to raise, as you do here" (on earth), "we hitch up a powerful land locomotive to a set of gang plows and plow a furrow which is from three to twenty-four miles, as the case may be. Our fifty foot header propelled by an electric engine, cuts the heads of the grain and elevates them into a large wagon rack. This wagon, when full, is taken by an engine to the warehouses."

The narrator then draws a very striking comparison between these means and those we employ for agricultural work, and emphasises the large amount of *waste* resulting from the use of draught animals, from the numerous divisions of land, and from the deterioration of the idle machinery in the hands of small farmers. The benefit of coöperative labor is skillfully demonstrated.

Were we to figure up seriously the cost which the use of draught animals imposes on our society, we would stand amazed! The land and the labor required to keep and feed them; the immense number of men who drive them and whose labor is unproductive, since natural forces could be substituted,—the waste of physical energy, material wealth and intellectual possibilities in men—these and many other items, form a tremendous factor in the general *wastefulness* of our social and economic system. That waste redeemed, and the community is enriched by the whole amount.

The greatest liberty, explains Mr. Midith, is secured to each individual on the planet Mars. A man, a woman or a child, for two hours' labor, receives a check of ten dollars. Women, during their period of gestation and lactation, receive the same daily salary, besides a grant to defray the expenses attending their children's babyhood. "When a baby is born," says our Marsian narrator, "it always has a home waiting for it in which it can live all its lifetime."

Women being financially independent, enjoy the same liberty and have the same opportunities as men. This social feature, of course, generates a mode of marriage relation differing somewhat from our own. Those who are interested in that question will find in Mr. Olerich's book, a great deal of thought matter. The rationalist will enjoy the study; the conventionalist will, no doubt, curl his lip in disdain; both instances are desirable; out of the conflicting criticism, truth will spring.

In industry and agriculture, each Marsian community produces the articles for which it is best adapted, and exchanges its products with the other communities. Their currency is based on *labor notes* and, necessarily, represents actual wealth. Currency and national wealth increase and decrease simultaneously; *water* finds no room in it. Rent, usury, profit, interest and taxation, are entirely obliterated from the system; industrial and commercial waste is removed.

The education of children forms a very interesting feature of the book. Based on individual liberty, the training of the young bears a great contrast with our own method. Lovers of, and believers in mankind, will find in the expressions of Mr. Olerich, a ringing echo of their own thoughts and hopes. The dogmatist will sneer, but

this may be regarded as a tribute to the excellence of the theory under investigation.

The Marsian narrator concludes by the explanation of the process by which the inhabitants of Mars effected the transition from a social state similar to our own, to one so modified that political and judicial legislation have become obsolete and have made room for an industrial organization which secures plenty and happiness to all; where the security of communism is blended with the invigorating effect of ownership and competition.

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## SHORT STUDIES IN POLITICAL ECONOMY.

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BY WILFRED P. BORLAND.

No. 8.

We have seen that the Roman idea of property led to the dispossession of her small farmers, the growth of a latifundia, agrarian agitations, and, finally, decay and dissolution. In studying the political economy of the Romans there is one fact that should always be borne in mind. Her economic arrangements were not comprehensive, as ours are intended to be; the economic agitations which mark her history were carried on over the heads of the great mass of her population. The basic institution of Roman society was chattel slavery. The theory was that of a state whose economic arrangements were for the benefit of a small number of Roman citizens, who exploited the masses precisely as if they were dumb brutes. Under Roman law the slave was an article of property, like anything else. "Cato, the elder," says Plutarch, "sold his old serfs much as if they were dumb beasts." The Aquilian law made no distinction between an injury done to a domestic animal and that done to a slave. In both cases only the depreciation in value, which resulted, was taken into account. The servile class was recruited chiefly by war; the prisoners of war, especially the barbarians, were treated like wild beasts, captured and sent, often by thousands, to the markets and amphitheatres. When conquering Rome overflowed Italy, merchandise in slaves was plentiful, and sold at a low price. After the conquest of Corinth until the time of Septimus Severus (from 144 B. C. to 235 A. D.) it was calculated that there were three slaves for every free man. After the conquest of Sardinia there was a saying, "Dirt cheap as a Sardinian." Marius made himself master of 90,000 Teutons and 60,000 Cimbri. Lucullus carried off so many men in Pontus that the price of a slave then went down as low as four drachmae (about 75 cents). Cæsar made a million captives in Gaul. At last the slave markets were regularly supplied by Græco-

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Latin and Semetic piracy. The Isle of Delos was the great commercial centre for Mediterranean slaves. There was a daily ingress and egress of several thousand slaves at its port. The Roman law of debt was probably the most savage and inhuman that has ever been enacted. Here is the text of the code of the Twelve Tables:

"Let the rich answer for the rich; for the poor, whoever will. The debt acknowledged, the affair adjudicated, let there be thirty days' delay. Then hands may be laid upon him and he may be taken before the Judge. At sunset the tribunal closes. If he do not satisfy the judgment, or if no one answers for him, the creditor shall take him away and attach him with cords or with chains, which shall weigh fifteen pounds—less than fifteen if the creditor so like. Let the prisoner live on his own means. If he has none he is to have a pound of flour or more at the will of the creditor."

"If he does not arrange, detain him in custody for sixty days. However, he is to be brought into court three market days, and there the amount of his debt shall be proclaimed. On the third market day, if there are many creditors, they may cut him in pieces. Should they cut more or less they are not responsible. If they wish they may sell him to strangers beyond the Tiber."

The sequence to this law of debt, when conjoined with the progressive mobilization of the soil, which took place under the Roman régime of property, could only be the gradual enslavement for debt, or the expropriation of the small landowners, and the establishment of great estates, worked by slave labor, as a universal condition.

The Gracchi saw, clearly enough, that the concentration of land ownership was responsible for the enslavement of the Roman citizens; they well understood that the man who was debarred from exercising his rights to the soil must inevitably be a slave.

They had no sympathy for the slaves, considered by themselves. Pagan morality, although it took noble flights in certain directions, never got to the point of declaring for the universal brotherhood of man, and it seemed but natural that those who were not Roman citizens ought to be slaves. But the condition was that the Roman citizens, themselves, were being remorselessly forced into slavery.

The Gracchi correctly apprehended the cause of this condition, and sacrificed their lives in attempting its removal. The lesson should have some value for us, who are committed to a more comprehensive economic doctrine, because it clearly indicates the way we ought to go to secure the emancipation of the masses.

Look wherever we may, the concentration of wealth and power, and the concentration of land ownership have always gone hand in hand. Note the condition of affairs in France, in the period preceding the revolution. Taine, in his "Ancient Régime," has given us a graphic picture of those times. The privileged classes held about all the land worth having, in addition to which they had largely shifted their feudal obligations onto the shoulders of the suffering peasantry. The abbey of St. Germain des Pres, alone, owned 900,000 acres of land; one-fifth of the soil belonged to the clergy, one-fifth to the nobility,

one-fifth to the King and communes, the remaining two-fifths to the third estate and the rural population. This three-fifths owned by the privileged classes was the most valuable land in France, and they enjoyed its revenue almost entirely free from obligations of any kind, the burdens of government being almost exclusively borne by the non-privileged classes. The possessions of the clergy, capitalized, amounted to nearly 4,000,000,000 francs; 399 monks at Premoutre estimated their revenue at more than 1,000,000 livres and their capital at 45,000,000; the Benedictines of Cluny, numbering 238 enjoyed a revenue of 1,180,000 livres; in Franch-Comte, Alsace and Rousillon the clergy owned one-half of the property; in Hainaut and Artois, three-fourths; in Cambresis, 1,400 plow areas out of 1,700. The Princes of the blood had, together, a revenue of from 24,000,000 to 25,000,000; the Duc d'Orleans, alone, enjoyed a rental of 11,500,000. The peasants and workmen were, everywhere, in the greatest destitution. At Lyons, in 1787, 30,000 workmen depend upon public charity for assistance. At Paris, out of 650,000 inhabitants, the census of 1791, enumerates 118,784 as indigent. It was such political economy as this that precipitated the French revolution.

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## KISS ME, DARLING.

BY FRANK A. MYERS.

No. 2.

Had Tol cast his eyes toward the grim, black fringe of woods along the oriental skies, he would have seen the first gray beams of the early summer morning tinting the horizon with a faint silver tinge; a little later a ruddy or orange glow shot up higher, giving plain evidence of the approach of old Sol in all his glory, who would soon burst upon the sleeping world with a gorgeous splendor that disdains the puny imitations of the artist's brush on canvass. How grand is the sunlight, born anew each day to a drowsy world! How enlivening and cheering the rays that quicken the earth with life and give hopeful promise of futurity! How beautiful the sunbeams that give color to the rose and blush to the maiden's cheek! How mysterious its life-giving powers, and how like a death knell to the painful sighs and distressful ohs that dwell in the cobwebbed chambers of the soul! O, what *would* this world be without the sparks that flash from the spokes of Apollo's chariot as he flies through the sky?

Gradually the daylight gained upon the night, until the shadows began to flee in panic to other quarters, and the roseate morn was at hand with a broad smile and a liberal courtesy. The air was a little

misty with the morning dew, but clear as crystal, and it felt a little fresh and heavy in the new-born day as it lay over Curtis and the surrounding country—the fields and hills and woods and river. The momentous significance of a new day, glancing over the world with a glad, fresh smile of cheer, scarcely touched Tol—indeed, he did not think of it—as he sat buried in this most interesting story. Oh, the glorious promise of a new day!

Tol read where Baneful

“With smooth dissimulation, skilled to grace  
A devil's purpose, with an angel's face.”

plied his arts of lying words to the too ready ear of innocent, credulous Rose, and had gained her affections, with a faint spark of reserve on her part, but with aching heart he gave her up as lost and Tannver driven entirely from the field of wooing. Rose treated this honest, manly lover with cool *sang froid*, while she acted toward Baneful as if he were the only man in all the world worthy of her love.

“I wish girls did have a bit of even crude sense to distinguish between an honest soul and a black-hearted villain with no honor and ‘no intentions,’ but they do not. I suppose they never did have and never will have. They always turn a cold shoulder to the ‘nice young man,’ saying foolishly, ‘He ain’t my style,’ and cozen up to the rake, the roué, who has no thought for her good. They are, I suppose, ‘her style,’ but I pity ‘her style.’ It is not very much of a ‘style’ if I may judge, and all the good people of the world coincide with me. And girls that you would not think have just such unaccountable tastes. They like ‘dash,’ not manly reserve, except at a distance. They say they can’t bear these goody-goody young fellows, who are half sapless and witless, but later in life, when it is utterly too late to mend things, they see the error of their standard of true and abiding and proud manhood. Now, here’s Rose; I suppose she’ll marry Baneful, and then a little later have the scales knocked from her eyes and repent her rash, hasty, foolish, wicked marriage all the rest of the days of her life. But that is the way of the world.”

“So let the world wag along as it will,  
I’ll be gay and happy still.”

And he sang this with a good deal of force at that instant.

“To think. At the first interview with Rose this infamous and fermented compound of humanity said boldly to her, ‘Kiss me, darling!’ The idea! She would have been justified in quoting Burns—

‘Haud off yer hands, young man,’ says she,  
‘And din na sae oncivil be,’

and so forth. But she did not, and there she is just about as guilty as he. ‘Kiss me darling!’ Why, if a man was to say that—listen! That’s the whistle of No. 4. She’s here.”

And he ceased soliloquizing and hurried out of the office to attend

to his business. The broad beams of the expansive, clear morning put his dim lantern to shame, and he placed it down inside the depot waiting room door, and stood alone on the platform looking at the swiftly approaching lightning express, a sort of F. F. V., if we may borrow the phrase of another road. The black smoke spread back heavily over the swift-rolling coaches, and the dark monster came up fearlessly, enlarging as it drew nearer. Its rumbling echoes reverberated far and near, its shrill screaming whistle pierced the morning air and seemed to split the very heavens, its burden of precious freight rested perfectly trustful within these enlarged peanut like shells, and its valiant engineer and fireman were faithfully stationed at their posts. The thundering monster, the air brakes being applied, paused perfectly still at the station, and the engineer sprang down with a long nozzled oil can in his hands to apply a little oil to the journals of the drive wheels and press the backs of his knuckles to the axles of the same to ascertain whether they were too hot or not.

"Hello, Bob," exclaimed Tol, familiarly, and with general bonhomie, as he saw the engineer leap to the platform. Tol approached him. Bob went on oiling hurriedly. "All right, I suppose?" queried Tol, lightly.

"All right," returned Bob lifting his oil can high upon its nose and filling the oil receptacle. Bob was not a little black and greasy, as engineers are usually and unavoidably, but he was wide awake and attentive to his business. He knew just how much depended upon him, and this was a stimulus to wakefulness and to duty.

"Four or five minutes slow, eh?"

"Not over one minute," returned Bob, without looking up from the business before him. "Some way luck is against us, and has been all the way. We started a few minutes late and we have turned these wheels all the way as hard as we could, and still have not quite caught up yet. And yet luck's been with us, for we are still on the rails."

"O, you'll make it, of course." And Tol turned once around on his heel with a sudden swing, in a sort of youthful activity, with no purpose save the desire of motion, and then added: "When do you go back?"

"First run back after I get in," answered Bob, settling his smutty skull cap closer to his short cut hair. All this occupied but a single minute. The fireman sounded the bell, whose tones struck a peculiar note upon the early morning air. The engineer tipped his can to one more journal. The conductor, who had assisted a single male passenger to alight upon the weather beaten platform, signaled to the engineer with his hand, which he shook gently above his head, to go on, and the engineer sprang into the cab with alacrity and touched the lever. The train again began to move.

Tol, at the instant the engineer leaped to his post, turned to gaze into the darksome looking car windows. Rose and Baneful and Tannver strangely possessed his mind. The windows were a curious

mystery of shadows, the lights within scarcely vieing with the swift approaching light of old Sol, who has been doing duty for the world for so many ages together and knows exactly how to confound lesser and artificial lights. All the windows were blank but one, and he was just on the point of turning back into the office to finish the tale that had so attracted him through the lonely hours of the night. Just then he espied a sweet female face in the half open window of the chair car, and there was something about that proportionate physiognomy that caused him to look again. The car was moving faster and faster, and the engine was coughing heavily on the damp early air and quivering in its efforts to draw the coaches. Tol's strong, full eyes met the careless glance from the window. It was an innocent eye that looked upon him, such as an abstract person might have when gazing upon a tree or rock. Tol did not pause to think. He was not attracted except in the common way, toward the beautiful, youthful face. But the sweet face observed his second look. He was standing close to the coach when the pretty face moved by and just above him. Intuitively the words that Baneful had used to Rose came to his lips and he exclaimed nonchalantly: "Kiss me, darling!"

Instantly the abstract, dreamy eyes flashed like gems of the mid-night sky, and a black look of scorn swept over the expressive face like a swift whirling cyclone, or the tornadoes of Egypt did in the evil days of Pharaoh. A moment more and the coach and the face had gone, and for aught Tol knew, forever. As he uttered the careless, thoughtless, improper words he impulsively turned upon his heel and hurried into the office to complete the story of misplaced confidence. His own ungallant, if not vulgar, familiarity toward a beautiful strange lady never once entered his novel-filled head. It was a passing, trivial, amusing affair, born at the moment and buried with it, and even the memory of it vanished as he sat down to read.

But who was the lady he had so rudely insulted. It was not because he did not care, but because he did not stop to think. She may have been the daughter of a multi-millionaire, or the pretty young wife of some dry goods clerk, or the angel of a poetical, youthful lover, or the sensible girl of some retired old merchant or farmer, he could not know had he even paused to reason in the case. Dear reader, do not imagine his unwise, challenging remark was the beginning of a flirtation and a romance that led to orange blossoms and wealth, or that the outcome is anything like Feuillet's "Romance of a Poor Young Man." There is a romance in his impolite, insulting words, as you shall soon see, and we are not sure but you will say he deserved not all that befell him.

Throwing himself into the well whittled office chair he did not arise till he had finished the book, which was just a few minutes before the day operator walked into the office to relieve him.

"I'm glad she did not kiss the villain Baneful, and that she married in the end the right man. Girls, now-a-days, do not always choose the right fellow; they generally take the clothes with the



thing called a dude thrown in, to boot. It is really sad to see splendid young girls often make fearful shipwrecks of life on the hidden reefs of matrimony. But Rose, finally, after dangling a long time on the ragged edge of a fearful precipice, got her eyes open and took the right man. She is such a good, sweet girl that it would have been a pity had she blundered into a fatal marriage with the villain in the story. O, well! matrimony is a lottery after all!"

Just then the day operator walked in and Tol Vernon walked out, passing some jesting remarks as he did so, and to his home, where he tumbled into bed and soon fell asleep. His business necessarily made the day his night.

The next day something happened to Tol to bring very vividly to his mind the chance words he let fall to the lady in the car window. He clearly remembered, then, that he said to a strange, sweet-looking lady, just as the train pulled out of Curtis, "Kiss me, darling!" but it never entered his mind that his words would ever return to confront him as they did. This casual remark—well, you shall read and see what it did for him.

Tol always arose about 3 o'clock in the afternoon, and sauntering down town, passed the time as best he could till 6, when he again went on duty. He almost always was at the depot when the 4 o'clock train passed through, and carelessly looked at the passengers that got off or got on, and even stared at those who looked out the windows of the coaches at the fast decaying depot and the staid old town of Curtis.

On the next day after Tol's mischievous remark to the lady traveler he was at the depot when this above named afternoon train passed through on its way from Terre Haute to Evansville. As the train stopped he was a very little surprised to see an official of the road spring from the steps to the platform. At first he supposed the officer, whom he knew only in their relations as master and servant, would re-enter the coach and continue on down the line, but in this he was mistaken. The train moved away and left the railroad dignitary, whom we shall call for the want of a better name, Geddis T. Redfern, standing upon the sun-cupped platform. Tol did not think much about it, for he was not in Mr. Redfern's department or business of the road, and therefore his coming could have no relation to him. In fact he felt perfectly secure. But he said to himself he would "hate to be in somebody's shoes." Continuing in modernized language peculiar to the young of the day he mused to himself, while his back was toward Mr. Redfern:

"Somebody's going to get it in the neck, I'm sure. Redfern looks like it. I can see it in his face. If I ever got into a fight with a bull dog, I'd like to borrow his face to help me out. I don't know—I guess I like him well enough, but the men over others are generally too bossy for the happiness of those under them. If his coming here means anything, I'm with the boys on a strike. I'll go out with—"

Just then a hand fell heavily on his shoulder, and with a sudden,

flushed, startled whirl around he gazed with half anger into the cool, deep-purposed eyes of Redfern. But he instantly saw in the officer's eyes a something that at once disarmed him and made him the subordinate, easily. It was not exactly fire that he observed, but a resistless determination that it was well to respect. Their eyes met a moment, but Tol's quavered and turned aside. He was convinced it would not do at all to attempt to resist the half blow on his shoulder, which he now felt was a menace to him. Was it possible that after all this man was after his scalp! No! no! It *could* not be! But a withering, momentary sensation passed over him.

Redfern was a stout, well built, middle aged man, with a full, florid face, and a singularly penetrating, small black eye. He moved like a dapper business man, overburdened with a multitude of pressing duties, but he dressed well and seemed to have a high standard of family pride, judging from his general appearance and demeanor. Tol Vernon saw instantly that physical or moral antagonism on his part was utterly foolish, and so he put himself in a sort of defensive attitude and awaited results.

"Is your name Vernon?" interrogated Redfern in a rather rasping tone. It provoked Tol, but he answered graciously:

"It is, sir."

"Night operator here at Curtis?" in something of a mandatory spirit. And his brows knit ominously.

"Yes, sir."

"I thought I knew you."

"Well?" Tol tapped his right toes nervously on the platform, and thrust both hands deep and searchingly into his pockets.

"Well—I suppose you know me?" This was steely and threatening.

"Mr. Redfern, I think." Tol now pulled his hat down a little on the sunny side, and then stuck his hands into his sack coat pockets and drew the garment tight around him.

"Yes—you know."

"But what does all this preliminary talk mean? If you have an offer to make, or a promotion to tender, or dismissal papers in your pocket—out with it." Tol now felt like kicking somebody. He was in no sugar-and-molasses mood, as he himself afterwards expressed it, and he read from Redfern's general air something unfriendly to himself.

"I *have* something for you, sir," and a fearful frown distorted the officer's face.

"Let's have it." There was now a consciousness in Tol's bosom that something was radically wrong between him and Redfern, but his mind could not conjure up a thing or suggest a reason for the state of the man's feelings. He was sure he was angry, but he could not divine for what. Tol did not know what to think of himself—whether he was a gentleman or a criminal. For one thing he was sure he had never consciously laid even a straw in Redfern's way. If he was employed by a great soulless corporation, he did not know

that that gave a superior official the right to domineer over him. And he was more than half inclined to speak unreservedly to Redfern, even at the risk of losing his place. What was that to him by the side of his manhood? But after all, a gentleman is known by the extent of the control he has over his emotional propensities.

"Were you on duty yesterday morning?"

"I may answer you, sir, but it is not in the line of your official duty to ask. I was, sir." There was an assumption of dignity and coolness in this that was a revelation to Tol himself.

"You were on this platform when No. 4 went up, then?" There was an ominous glare in Mr. Redfern's eyes and deep knit brow that apparently boded evil.

"I was, sir." Tol was not in the least overawed by his superior's offensive attitude, for in his opinion position did not make the man.

"You said to a lady at the window the insulting words, sir, 'Kiss me, darling,' and waved your hand in intensifying manner to your words."

"I did. But what is that to you sir?" Of course he recalled the scene now in most vivid colors. He saw himself standing on the platform and waving a kiss to a strange, sweet-looking lady at the window. It had not occurred to him before, so trifling had it seemed, and so engrossed was he in the love story he was reading. But now that Redfern had recalled it he remembered it all very distinctly. Such words had escaped his lips in a careless, thoughtless moment to a strange lady on a train the morning before, but how Redfern had found out the words was "a puzzler."

"You meant to insult a strange lady, did you, and 'thought you would never be found out, as she would be gone the next moment? You were mistaken, and your cowardly deed has found you out." This was uttered in a most angry tone, and Tol felt it. But what could those words of the day before be to Redfern. How in the wide kingdom did he know that such a phrase of love had fallen from his lips! There was a mystery in this he could not fathom. It made him a little nervous, and he changed from one foot to the other and looked out across the woods that apparently stood in the line of the railroad far away in front of him.

"I don't understand you."

"Of course not."

"What do you know what I said? And what is it to you?"

"I'll show you, sir. Those words were uttered to my wife, sir. She was most grossly insulted, and entertains the vilest opinion of you. When you spoke to her you spoke to me, and I am here, sir, to demand satisfaction!"

This was a revelation. It flashed through Tol for the first time, that our words, a form of action, have a significance he little dreamed of before. They come back when we least suspect.

"I—I—I beg—"

"No stammering apology will do. It is too late. The insult has been given and I am here as a retribution for a thing done and past

remedy—do you understand?" No words can paint the bitterness in this. Tol wanted to rip the earth wide open. He saw a fierce resolve in the countenance of the enraged man glaring with desperation upon him.

"What do you want?"

"You dirty coward, take that!" and he dealt Tol a savage blow in the face. The young man fell to the platform like one deprived of life, and then Redfern stooped over and struck him several times in the face. It was a fearful chastising he gave Tol Vernon, but persons standing on the platform and who had been observing the animated conference, rushed in and parted them.

"Smile, now, will you, at another man's wife," said Redfern, exultantly, as they held him away from the prostrate form of Tol Vernon.

Tol was taken to his room, and the official, having partly avenged himself for the insult to his wife, returned to Terre Haute on the next train.

Tol had received a savage punishment, and he was not able to leave his room for a week. At the end of that time Tol received a notice of dismissal from further service to the railroad company.

"Well," he mused in a distressed train of thought, "this is what comes of a foolish remark, a silly flirtation with a pretty face in the car window that morning. I knew better, and I believed myself better, than to say what I did and to a stranger, but the fatal words of that blankety blank novel did it all. I got a clean knock out by her husband in public, before all my friends. Everybody knows it. It is a disgrace. And now I am out of a job—hunting a place. And all because of that pair of fatal eyes at the car window. I can't help it now, and must make the best of my luck. It's no use to cry over spilt milk. I see no other plan than to go west and grow up with the country."

[To be Continued.]

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## THE SOLIDARITY OF ALL REFORMS.

BY JOSÉ GROS.

No. 3.

As we promised in our previous article, we shall now keep on proving that our socialistic friends have been attacking, all along, a certain product of their own imagination which they call the single tax, and is nothing of the kind. We enjoy their attacks very much. They are to us like the expenditure of powder in fire salutes, with which to celebrate the birthday of a grand idea, like that of—the real single tax, for instance.

One of those friends of ours expressed himself as follows in the

June number: "What the single tax offers to 95 per cent. of the people, the wealth producers without capital, is only what they could get on land of no rental value and with the poorest tools in use; all the rest would be confiscated by the single tax, for the benefit of the 5 per cent. non-producers." Well, the average annual product of our family average group is called \$1,000, although really but \$900, because at least \$100 is used to make up for the wear and tear of our tools of production, including the keeping of our working animals, horses, &c. The average product per family group in the poorest land and with the poorest tools is \$400 at the utmost. That is the approximate sum that our average farmer, in the wilderness, earns for the whole year, if as much as that. We have then a difference of \$500, which we should multiply by 12,000,000 working families. That will give us \$6,000,000,000 to be confiscated by that dreadful single tax, the scarecrow of our wise and timid socialistic friends, all according to the statement we have quoted from the June number. About twenty-five lines below, in the same article, we find another statement as follows: "The single tax, by destroying monopoly rent, would bring economic rent down to  $\frac{1}{10}$  of the former." That would be, say \$150,000,000, since monopoly rent could hardly be over \$1,500,000,000.

Did you ever see a more funny logic in your born days? The single tax is made to go up to \$6,000,000,000 and down to \$150,000,000 per annum, from about \$90 per capita of population down to a little over \$2 per capita. And that absurdity is not big enough for our friends, according to the article in question, because while the lower sum is supposed to be the one that alone could be collected by the nation as total public revenue for all public needs, the larger sum, the \$6,000,000,000, the \$90 per capita of population, that would be confiscated from the workers and go into the coffers of the monopolists, the 5 per cent. of the nation. And the latter are such a pack of idiots that they have not yet become single taxers! No explanation is given of how the two processes could be the result of the same reform, or should be expected to coincide if the reform took place.

No, gentlemen, such a confusion of thought will never do. You must try to give us clearer conceptions of what you mean. The above is totally incomprehensible. It shows that you are in a perfect muddle. Apparently you have attempted to criticise what you fail to understand. And if we have misunderstood you, let us hear about it. We desire to carry on the discussion without any spirit of personality, and simply as a noble struggle to master all fundamental truth in the realm of economics. Time is too precious to be wasted in search of any personal vain glory.

As a ratification of all the above, we are told, in the same article, that "even with the single tax in force, the possession of capital and machinery would enable the non-producers to appropriate all over a bare living from the producers, on account of the iron law of wages." Don't you see? Our friends imagine that the single tax and the iron law of wages can exist together! Almost any school boy could

be made to understand that the two items can not co-exist, because they destroy each other. The iron law of wages!—that old phantasm of old uncles and old aunties! What is it that gives existence to such a law? Land monopoly. What is the object of the single tax? To suppress land monopoly by making it unprofitable for any one to hold more land than he can use in full, according to the conditions of each period and locality.

When we understand the single tax we know that it means: Gentlemen of all schools, plural taxers or *tutti* taxers, henceforth money shall have no power to buy land, no power to keep land out of the circle of production, no power to even indirectly control land. And all that shall be accomplished through the simplest and most precise form possible. All land not fully used shall be subject to the annual bids from the workers of each locality, on auction transfers, in small parcels, on fixed dates and regulations, for annual payments as rent to meet all public expenses, improvements, if any, to be paid to the old holder at their actual commercial and market value. And that is all there is about it.

Under such principles, it stands to reason that labor and labor only could control land, and all of it, from that economically worth nothing up to the most valuable one.

Labor, and labor alone, would then fix the annual value to be paid for the possession of all land to which the community had imparted any value.

Under such economic conditions money loses all power to control land, and capital loses all power to control labor. Is not all that just as self-evident as 5 and 5 makes 10?

Face to face with the above status, or a similar one, what becomes of that *iron law* of wages and that scarecrow of interest that so frightens our timid friends of all socialistic schools? Just as well ask what would become of our planetary system if to-morrow the solar disk was converted into a glacier, and no other sun should take its place. As for the iron law of wages and all the other atrocities of that dismal science, the old political economy, they all were converted into smithereens by *Progress and Poverty* in 1879.

The peculiarity of that immortal book is that it appeals to the humble student, but finds no response with the proud, infatuated with their own human wisdom, and as such, at war against Divine Truth. Yes, brother reformers of all schools, the single tax shall in due time play the whale, and those two old social Jonahs, the iron law of wages, and interest on top, shall be no more. And that shall take place in spite of the old and young professors, more in love with themselves than with God's truth, either too old or too dyspeptic to even dream of that coming single tax civilization that shall crown labor as the king of the social fabric, something that none of our socialistic schools can ever do. And yet, who knows! The Industrial Republic, for a few years, may yet be needed as an "emetick" to clean the social system, and thus prepare men for—industrial righteousness—the single tax.

Yes, the iron law of wages, and interest as an oppressive industrial feature, and monopolistic salaries or profits—they all are the product of human enactments repudiating the most fundamental law of nature, trampling upon the most basic human rights, that of men's free access to land, free from all tribute to other men, free even from all rent when there is no genuine competition for the actual use of such land, and only subject to that rent which springs up when such competition arises, the rent increasing just in proportion as the needs of the social compact increase, because of higher collective aspirations, &c. When our friends want to suppress that natural law of rent, they remind us of those men who wanted to build up a tower high enough from which to take possession of heaven without God's permission!

Yes, let human laws respect that basic human right, that fundamental law in nature, part and parcel of divine ethics if not the whole of it, that freedom to land which alone can give us free men; and your iron law of wages with the rest of past and present social deformities become figments of the imagination, a mirage, a set of dreams.

As for capital controlling labor without controlling land, that some reformers want to believe possible—that is the most fantastic superstition that ever took hold of the human mind. We regret to have to illustrate the folly of such a conception, and shall be short about it. Take a plough worth \$10. There you have a \$10 capital. And such capital is a complete negation until a man uses it on a patch of land. And land alone gives me the materials out of which I can make a plough. And so with all tools and all capital. They all come from God's eternal capital to men—from land. Just as the tree controls its branches, so the landholders control all capital. And, please, don't mention us the American farmers. They are not landholders. They simply hold the shadow of their farms. We have shown that in article "Farming Under King Monopoly." See MAGAZINE, October, 1892.

In regard to interest as a permanent factor, a little quiet thought on the subject will convince any candid mind that such interest is the child of land rents pocketed by a group of monopolists, large or small. Stop that leak. Let such rents be collected and determined by the social organization that creates them, and all interest shall gradually vanish, except as transient accommodations, just as it often happens among millionaires themselves. And remember that we don't want the economic rent to be determined by any set of government officials. We don't want plutocracy in any form, not even one composed of socialistic saints. Nor do we, the people, want wages determined by government officials, captains of industry or anything like it. We want to give every man the potentiality of being his own boss, and also that of fixing his own wages, if he prefers to work for somebody else. We would rather be under the economic laws of nature than under the most elaborate human conceptions that any group of men may be able to concoct, no matter how

good the intentions of those men may happen to be. And we know that most of our socialistic friends are lovers of humanity, in their own way.

We are told that "no economic reform will do which leaves the machinery of production and exchange in the hands of 5 per cent. non-producers." That sentence boils down the whole empirical science of socialism. That sentence involves two misconceptions, one against God's order in nature, and one against God's order in ethics. We shall prove all that later on. We don't fancy long articles. They are generally read in a hurry, if read at all. We shall then finish this one with a parting broadside.

Why is it that in all nations about 5 per cent. have forever controlled most of the machinery of exchange, most of the money? Why has the same 5 per cent. forever controlled most of the machinery of production, most of the capital, most of the tools? Why has the same identical 5 per cent. controlled the standard of wages? Even on this side of the ocean we hear of labor strikes in colonial times and soon after the birth of the nation. There is but one answer to those questions, and the answer is: Because that identical 5 per cent. has always controlled most of the valuable land, made valuable by the presence of population and the competition that that evolves for land of best conditions. There we have the key of the real science of economics. Reverse the old social status. Give to 95 per cent. of the race the control of all land through the process specified in the sixth paragraph of this article, or a better one if you can devise it, and it will not be long before the 95 per cent. control most of the machinery of production and exchange. If not, why not? Let us have some logical answer. Let us have a little backbone, all around, even if it is only for the fun of the thing. Let us grasp the spirit of our respective principles, and let us drop the letter which, with our human limitations, is apt to leave some corners for sophistry to play around.

(To be continued.)

## THE CONCENTRATION OF WEALTH.

BY GEORGE C. WARD.

No. 3.

I concluded my last communication with the following tabulated statement:

Net increase in wealth, 1890 . . . . .	\$2,300,000,000
Less retained by workers . . . . .	80,000,000
	<hr/>
	\$2,220,000,000
Interest and Profit so invested as to become part of such net increase . . . . .	850,000,000
	<hr/>
Residue to be accounted for . . . . .	\$1,370,000,000



Before proceeding further with this investigation, I wish to recapitulate certain data. The sum of four billions, given under the head, "Farm and home mortgages," does not include \$828,739,486, loaned upon real estate by loan and trust companies, savings banks, &c.; which sum was included in the item, "Loans and Discounts," in banking statistics. This makes my total estimate of farm and home mortgages, \$4,828,739,486. At this writing the United States census office has issued statistics covering this item in twelve states. The per capita debt in these several states in 1890, is reported as follows: Alabama, \$26; Connecticut, \$107; Illinois, \$100; Iowa, \$104; Kansas, \$170; Maine, \$94; Massachusetts, \$144; Missouri, \$80; Nebraska, \$126; Rhode Island, \$106; Tennessee, \$23; Vermont, \$84. This makes the total ascertained mortgage indebtedness in the twelve states, \$1,781,773,802; so that my estimate will probably prove to be under, rather than in excess of the total for the United States.

It will be remembered that I accounted for the railroads and municipal franchise corporations under the head of bonded indebtedness and net profits above fair wages, choosing rather to handle such items in that manner, instead of reserving them as land values, to be treated under the head of rent. It seems to me that unless national and state control of these utilities was so complete and rigid as to enforce a maximum tariff of rates and charges, there would be nothing to prevent the corporations from adding the single tax to their rates and charges, thus increasing, instead of lessening the people's burdens. Again, single taxers compute the railroad land values at five billions, and strenuously contend that personal property, improvements, &c., should not only be free from taxation, but should be entitled to earn the current, prevalent rate of interest upon their cost as well as sinking fund for repairs, replacement, etc., etc. As the railroads, rolling stock, etc., irrespective of right of way, actually cost four billions or more, this would give us nine billions of dollars upon which must be realized by the railroad corporations, five per cent. above expenses, making an annual burden of \$450,000,000, of which sum \$250,000,000 would be returned to the people as a tax. If the water were squeezed out of the railroad capitalization, and five per cent. net, upon four billions only, was the limit of the burden of transportation, the people would be \$250,000,000 better off than under the single tax method.

But to return to the main question. It will be remembered that although the burden of interest and profit charges aggregated \$1,645,000,000, I only counted \$850,000,000 as being so invested as to form a part of the net annual increase in national wealth, or residual increment. This fact is attributable to a line of reasoning which applies with as much force to the factor rent, as to interest and profit. Many bank and manufacturing stockholders support themselves and families with the dividends received upon their stock shares. Much of the interest upon farm and home mortgages, and rent of farms and homes, is received by individuals to whom such interest and rent affords the only means of livelihood they possess.

Many of the farms occupied by tenants are mortgaged and it takes most of the rent to pay the interest and taxes. A very large proportion of such interest, dividends and rent is received by residents of foreign lands, principally England, and is spent by them in their own countries. An eminent English authority in speaking of the wonderful productive resources of the United States, says:

The interest from money loaned and profits of investments of English capital in the states amounted to \$727,000,000 last year, or more than sixty dollars for every vote in that country of universal suffrage, much more than is received in the same way from all the British colonies combined.

A goodly amount of interest received is added to principal already possessed and is reloaned, thus being compounded. In these and divers other ways, quite a large proportion of interest, profit and rent charges fail to be invested in land, permanent improvements or tangible, material wealth of any kind, and so fail to become a part of the sum given by statisticians as the net increase of visible wealth which accrues at the end of each succeeding year.

We now arrive at a consideration of the factor, rent, and the part it plays in the concentration in the hands of the few, of the wealth produced by the labor of the many. There are several classes or subdivisions in the factor broadly covered by the term, rent. There is the unearned increment, which is, primarily speaking, the increase in the selling price of the land. Free, or natural rent, to quote Mr. Middleton, which, before the invention of railroads, was tersely defined as being "the excess of the produce of land over that which the same application can secure from the least productive land in use." To such definition should now be added, "of equal distance from market." Monopolistic rent, which is defined by Ricardo as "that portion of the produce of the earth which is paid to the landlord for the use of the original and indestructible powers of the soil."

These are all the definitions which are necessary to cover each and every kind of rent of which single taxers seem to have knowledge or are willing to allow to enter into a discussion of single tax principles. And right here I must strenuously insist that, excepting the first term, unearned increment, these definitions cover no lands in cities or towns. Neither business or residence lots produce anything whatever, hence, do not come within the limitations of these definitions. Moreover, monopolistic rent is a separate and distinct addition to natural rent, but, in practice, includes it. Mr. Middleton says:

Before we can attempt to estimate the sufficiency of economic rent as a fund to tax, we must know what economic rent is.

If that rent only is economic rent which would appear in a perfect state of freedom and if we accept the doctrine which Mr. George himself seems to teach in some places, that only such rent can be used for government purposes, then Mr. Stuart's point is indeed a vital one.

Mr. Stuart, Mr. J. W. Sullivan and some others have lately sought to restrict the meaning of the term, economic rent, to a something which, in the present state of society, it is utterly impossible for any one to determine. How can Mr. Stuart or any one tell what even would approximately be the pure economic rent in a perfect state of freedom? It is merely a matter of conjecture or theory as regards either its sufficiency or insufficiency.

And then stultifies himself and controverts his foregoing statement by unconsciously admitting that he, himself, proposes to levy his tax upon that something, which in the present state of society, it is utterly impossible for any one to determine. He says:

I agree with Locke, that I have a right to all I can produce or use, whether products or land, limited only by the rights of my fellow men, and I believe in introducing a tax upon present land values and franchises limited to the needs of government economically administered, and, if sufficient, that alone, because I believe it is in perfect harmony with those rights.

I am not such a stickler for the single tax as I am for a tax on land values, sufficient, if need be to wholly break up speculative holding of vacant lands by the individual.

When occupancy and use becomes a prerequisite to a claim to land ownership, and non-occupying landlordism is abolished, we shall have arrived at a perfect state of freedom, at least so far as land is concerned. No longer, then, will occupying owners of agricultural lands be protected by non-occupying landlords in the absorption of monopolistic rent. Thus do single taxers contradict themselves. Mr. George errs in supposing that pure economic rent can result so long as non-occupying landlords may hold land by virtue of improvements. Mr. Middleton errs in supposing that anything more than pure economic (natural) rent can result, when occupancy and use is a prerequisite to a claim to land.

If, as Mr. Middleton says: "The Ricardian theory of rent upon which the single tax is based is correctly stated as far as differences in rent are concerned, by Mr. Stuart, when he quotes: 'Rent of land is determined by the excess of its produce over that which the same application can secure from the least productive land in use.'" (*Progress and Poverty*, chapter 2, book 3.) then we have nothing whatever to do with Ricardo's other definition of rent, "that portion of the produce of the earth which is paid to the landlord for the use of the original and indestructible powers of the soil." Of which Mr. Middleton says:

A well accepted meaning of the term from that time to this has been the market value of the land; and the market value of a piece of land is determined by its excess of productivity over the least productive land in use, or margin of cultivation.

The market value of land is that sum of money upon which the land will pay a net profit equal to the current, prevalent rate of interest, under a system wherein land is bought and sold, as other property is. This is where Mr. Shearman errs in taking five per cent. upon the selling value of land, under a system of land speculation, as the economic rent which should justly and equitably form the single tax. He arrives at monopolistic, not economic rent, as a result. But I have made a lengthy digression from the investigation proper.

There are yet two other kinds of rent: Commercial rent, which may be defined as that amount of wealth which may be absorbed upon a given piece of land, by means of the factors, interest and unnatural profit, which is in excess over that amount which may be

absorbed upon the least advantageously located site; all under a reign of non-occupying landlordism.

Sufferance rent: Which I will define as the varying amount, dependent upon location, which is paid for the privilege of residing upon that portion of the earth laid off in lots and blocks.

I am now ready to take up for consideration the item of increased land values. Upon approaching this subject, I am filled with wonderment at the peculiar fact that never, to my knowledge, has there appeared in print, a plain and lucid elaboration of the basis for the contention that, under the operation of the single tax, unlimited, the capitalized rental of agricultural lands would greatly decrease, while commercial rent, or the rental values of business lots in cities and towns would, nevertheless, continue to greatly increase. That such would be the case, may be demonstrated in one simple postulate, thus: There is no business center to agricultural lands. In every county, in every state, all over the United States—with the nation gridironed with railroads, large cities in every state, and export markets on the Atlantic and Pacific coasts and the Gulf of Mexico—wherever a tract of land can be found susceptible of cultivation, the only difference in value would be relative fertility and contiguity to market. With a total acreage in farms, in 1890, of about 685,000,000 acres and only 360,000,000 acres improved, there would be of lands now owned by railroad corporations, aliens and land speculators, 250,000,000 acres which would have to be, at once, either improved and put to the best possible use, sold for varying bonuses, dependent upon location, fertility, etc., or else incontinently abandoned by the present owners. Besides this, there would, at once, be a cutting up or division of large farms into smaller ones, as no man would care to pay a tax equal to the amount some other man was willing to pay for its use, for land which he could not fully utilize either by cultivation or by the pasturage thereon of every hoof such land was able to sustain. This would, probably, at once provide farms for twice as large an agricultural population as is now engaged in farming, and would lessen the value of agricultural lands in two ways: 1st. By increasing the supply as compared with the demand. 2d. By decreasing the price of agricultural products by increasing their production.

But such would not be the case with business lots in cities and towns. When just beginning to grope for the truth, *a la* single tax, and as yet seeing "through a glass darkly," I said in the November, 1891, number of the MAGAZINE:

But the fact that Mr. Steers seems to entirely overlook, is that the desirability or value for use would be determined under the single tax, just in the same manner as desirability is determined at present. The *rent* is the same, or perhaps higher, and it makes no difference to a tenant who he pays his rent to. Under the operation of the single tax, all alike would be tenants, and goods would not any the more readily sell from a store well out in the suburbs of a city, than they sell at present under such conditions.

The truth is that Mr. Steers must move or shift the center of business before he can reduce rents, and even then he will raise rents at the point he es-

tablishes his new center of trade. The value of a location depends upon certain contingencies and surroundings that the single tax is powerless to affect, and Mr. Steers' "new stores" would not be built unless there was a prospect of doing a profitable business therein, just as under the present system; new stores are not built by land owners until the business demands seem to guarantee a tenant and prosperity to such tenant, to insure his ability to pay his rent. Mr. Steers is respectfully informed that he cannot reduce the rent of desirable locations by multiplying buildings upon undesirable locations. He cannot move the business center of a city by simply building quarters for it to occupy.

After eighteen months' unprejudiced study of the question, I find no reason to change the opinion thus expressed. Under a single tax régime the same causes which now operate to cause the enormous and unprecedented rise in land values in the business centers of our cities and towns would yet continue to operate, if anything, with increased strength and force, caused by the increased volume of farm products to be handled. Nothing can decrease this rental value of business lots but a decrease in the estimate in which men hold money, *i. e.*, a decrease in rates of interest, with the consequent lowering of the standard by which men judge of the goodness or badness of the returns realized as profits upon money invested in business. The rate of interest is the standard by which the profitability of all investments is judged. Mr. Shearman recognizes this fact when he takes what he considers to be the current rate of interest upon the selling value of lands and calls such interest the economic rent of the nation.

Business lots in cities and towns are considered valuable in the exact ratio in which they absorb wealth by means of the factors, interest and profit. As business increases, such lots become more valuable and the rent is raised so as to make it equal to the current rate of interest upon the increased value. As business lots are continually changing hands, being sold by one to another, the increased value of such lots, and of all other land for that matter, becomes a separate and distinct source of absorption and concentration of wealth, totally distinguished and apart from the factor we call rent. If the land in the nation was worth, in 1880, twelve billions, and in 1890, was worth nineteen billions, and if such lands should have all changed hands during the year 1890, the sellers receiving the various other forms of wealth, then they would have absorbed, absolutely, without returning any equivalent, seven billions of wealth belonging to the people. The single taxers have never claimed more than one-half of that they might claim. Not only would such tax divert monopolistic rent from the enrichment of individuals to the support of the several governments, but it would save the people from paying in purchase money, an unearned increment, in the form of increased selling price of land, amounting, during the decade 1880-90, to about seven billions of dollars. The owners of rental lands in cities and towns eat their cake and yet have it. Commercial and sufferance rent amounts to not five per cent., but ten per cent., five per cent. of which is compounded. The land increases in value five per cent. and five per cent. rent is collected. Next year rent is

collected on the increased value, and another five per cent. is added to the value, etc., etc.

If I did not directly state so, I did, at least, suggest the inference that the whole of the \$2,300,000,000, net increase in national wealth for the year 1890, was the product and creation of labor. This view of the case, however, is not strictly and literally true, because quite a large portion of what is commonly entitled "national wealth" is not wealth at all, being the increase in value of real estate and fictitious capitalization of railroads and other corporate properties. All actual, tangible, material wealth is produced by labor and represents, in its own proper self, an increase or addition to the visible stock of valuable things. Land values, while created by the joint labor, energy and prosperity of the whole people and resulting from the pressure of population, do not after all constitute an increase in wealth, because the quantity of land is not increased, it being simply the rental and selling values of the same quantity of land that are increased. Hence, instead of being an increase in wealth, increased land values are an addition to the burdens of a people. What one sells, another must buy, so that increased land values mean that those who have no land must either buy at an advanced price or pay a greater amount of rent for the use of land. And yet, neither the productiveness or utility of land shows any increase, so that the real value must remain the same and the increase inheres not in the real but in the monopolistic value of land. This raise in the monopolistic value of land hurts those who own and occupy agricultural lands as badly as it hurts those who own no lands, because, for the last twenty years, prices of farm products have steadily tended downward, while the investment represented by land values have steadily increased in value, thus calling for a greater amount of interest upon investment and heavier taxes. Of course, in speaking of land values, I mean bare land only, improvements being an actual, tangible addition to the nation's wealth.

As a result of very careful investigations, I submit the following as the increase in values of bare lands for 1890:

Lands embraced in farms . . . . .	\$125,000,000
Lands in cities and towns . . . . .	440,000,000
Unoccupied farm and timber lands . . . . .	40,000,000
Mines, petroleum and coal lands . . . . .	95,000,000

Total increase . . . . .	\$700,000,000
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I have really lengthened out this communication to such an extent that a further consideration of the subject will have to be deferred for another number. I therefore conclude with this tabulated statement:

Residue to be accounted for . . . . .	\$1,370,000,000
Less increase in land values . . . . .	700,000,000

To be accounted for . . . . .	\$670,000,000
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[To be Continued.]

## MISS SUSAN'S SPIDER LILIES.

BY BESSIE MORGAN.

"Good afternoon, child, how warm you do look!" said Miss Rebecca. "Sit right down on the porch, an' get cool. I've been out here with my knittin', most o' the day. This hot weather don't make a body feel ambitious, exactly."

There, take my palm leaf fan, an' I'll bring you a glass o' lemonade. I've got it all made there on the table.

If we could have a shower, 'twould be cooler. The country's gettin' dreadful dry and dusty, my garden's all scorched up.

Oh, no. The spider lilies don't 'pear to mind it, an' they make a good show, blazin' away out there in the sun.

You call 'em "tiger lilies?" Well, I s'pose spiders must be out o' fashion, now-a-days, but that was what I was brought up to call 'em. I never can look at 'em without thinkin' o' Susan Chapman. She had a regular swamp of 'em, growin' round her house, for good luck.

"If you wish to live an' thrive,  
Let the spider run alive."

she used to say.

She was a dreadful superstitious woman, Miss Susan was, 'peared as if she was hampered an' hindered at every turn by signs an' wonders.

I used to tell her I wouldn't try to live, if I was bothered as she was, every time a crow flew 'cross the fields, or a whip-poor-will sung by the back door, or she'd spilt the salt, or seen the new moon over her left shoulder, or a dog had howled at night. My goodness! There wan't no end to the worries that woman had. 'Twas one calamity after another!

She was always havin' warnin's in dreams. Why, she had her mournin' made up, an' ready for more'n a year, 'fore her brother Joshua died, 'cause she'd been warned, there was goin' to be a death in the family!

She was a real good woman, though she was so fanciful. She took Joshua's children home to live with her, all four of 'em. 'Course she was glad to get Cynthy, I guesss he couldn't a took the boys without her.

Cynthy was the oldest, you know, an' she'd looked out for the family since her mother died. 'Twould broke her heart, to ben separated from her brothers—Ed, an' Ted, an' Fred, they was called.

They was a trial to Miss Susan, those boys, but she put up with 'em somehow, an' she got real fond of 'em, an' interested in 'em, an' after a while, she got kinder used to 'em.

But she told me, it seemed to her at first, that they'd drive her distracted, an' you couldn't wonder she felt that way.

Cynthy kep' 'em as quiet as she could, an' 'pressed it on their minds, that if they wore out their Aunt Chapman's patience, they'd

have to be sent off this way an' that, for there want nobody else in the world, who was goin' to bother with 'em.

There was one point where Miss Susan put her foot down solid. They shouldn't have nothin' to do with the Sheldons, who lived next door. That did make Cynthy a world of trouble, for the Sheldons was lively. There was boys in the family, Nat Sheldon was just the age o' Ted an' course they was always gettin' together.

Nat was great on fishin', an' he was 'lowed to go barefoot, an' in swimmin' when he was amind to, an' one o' his brothers had a little gun, that he lent him sometimes, an' he had the biggest lot o' bird eggs, o' any boy round. So takin' it altogether, it wan't no wonder Cynthy's brothers was always workin' to get off with him.

It made it hard, 'cause when they asked Cynthy to tell 'em why their aunt objected to Nat, she couldn't for Miss Susan had a few rules that she always went by, an' one was.

"If there is a person that we don't like, that is one of whom we ought never to speak."

Another rule was,

"If you can't say any good of a person, don't speak of 'em at all."

So when Cynthy asked her aunt 'bout the Sheldons—thinkin' that if she would give the boys a good reason for keepin' away from Nat, they'd be more willin' to mind—Miss Susan would say,

"They're well enough. I've nothin' to say against, or 'bout 'em anyway. But I don't want none 'o my family runnin' backwards an' forwards, an' gettin' mixed up with 'em!"

"I s'pose it's a bad sign!" the boys would say, out o' patience, an' Cynthy would tell 'em.

"You should be willin' to mind Aunt Susan, without any reason, more'n her askin' you." But she never could get 'em to promise they wouldn't play with Nat when they got a chance.

An' far's she could see, he 'peared to be a good boy. He was a real handsome little fellow, with square shoulders, an' big brown eyes. The Sheldons was all good lookin' an' well-mannered.

When they met Cynthy an' her aunt out ridin', they'd smile an' show their white teeth, an' take off their hats, though they might be drivin' a load o' hay or ridin' on a ox cart.

Cynthy couldn't understand what the matter was with 'em. 'Course they was lively, an' kind o' noisy, over at their house, sometimes, but they didn't have no women folks to keep 'em quiet, 'cept Mr. Sheldon's sister, who lived with 'em, Mis' Sheldon bein' dead, but she was as deaf as a post, an' their noise didn't disturb her, none. 'Twas always good-natured laughin' an' singin' an' playin' after their day's work. An' Cynthy didn't mind hearin' it a bit, if it hadn't made her brothers so restless.

Miss Susan wouldn't let 'em be out o' doors after dark an' Cynthy tried to entertain 'em best she could, but if they heard the fun goin' on over to the other house, they couldn't be satisfied to sit still, an' be read to.



The sounds would come in through the open windows, an' the boys would fidget, an' groan, an' twist on their chairs. They wanted to be out, playin' "I spy" too, an' I don't know's you could wonder.

Cynthy never blamed 'em. She didn't have nothin' very enter-tainin' to read to 'em. They liked best an old history o' the Revolution, but they knew it by heart, an' for Sundays, they had "The Pilgrim's Progress" an' "History o' the Bible."

I reckon Cynthy wouldn't a minded a run in the dusk herself, 'stead o' sittin' cooped up in that little hot parlor, with a starin' lamp. She couldn't wonder at the boys, but she always upheld her Aunt Susan's authority. She was a good girl, Cynthy was—you wouldn't a s'posed she'd ben the first one to break through her aunt's rules. But this was how it happened.

Miss Susan, she come down stairs, one mornin' lookin' dreadful low, an' they couldn't get her to say what was the matter, till after breakfast, an' then she told 'em solemn as could be, that she knew something was goin' to happen. She'd had her warnin' dream again, the night afore. Course she couldn't tell jest what it meant, but some misfortune was hangin' over 'em.

Well, first the little boys looked real scared, then they see Cynthy didn't 'pear to be upset by it, so they kinder took courage, an' went fishin'. Cynthy told 'em they could go, if they'd be careful. Miss Susan was feelin' so poorly, she thought 'twould be a relief to her to have 'em off.

Cynthy didn't have a very lively mornin', Miss Susan she talked the whole forenoon 'bout the misfortunes that always followed that dream o' her'n.

She told one doleful story after another, till spite o' herself, Cynthy begun to think 'twould a ben better not to a let the boys go over to the river that day.

When it come to be twelve o'clock, an' they hadn't come back, she was worried enough. But she didn't want to bother her Aunt Susan so she kinder passed it over to her, till after dinner, then she said she'd go call the boys to come home.

The river lay over 'cross the fields, back o' the house, an' soon as she was out o' sight, she run fast as she could, till she got down to the shore. Then she walked up an' down an' looked, an' called, but 'twant no use, she couldn't find nothin' o' her brothers.

She didn't know what to do next, she felt as if she should go distracted. Then all to once, she thought p'raps they might a' gone off with Nat, an' she went down to the water fence that divided the Sheldon's land from Miss Susan's an' crep' through. She see one o' the boys comin' down to the water with his oxen, an' she could ask him if he had seen 'em.

'Twas a pretty place, down there on the shore, the river windin' in an' out 'mongst the hills. There was a strip o' sandy beach at low tide, but when the water was high, it come up close to the tall, coarse grass that was fringed 'long the edge with cardinal flowers. 'Twas real wet walkin' through it, but Cynthy didn't stop for that.

When the young man with the oxen see she wanted to speak to him, he took off his straw hat, an' come to meet her. 'Twas the oldest one o' the Sheldon boys, an' the best lookin'. She'd heard his brothers call him Dan.

Well, he listened to her troubles polite as could be. He thought 'twas likely her brothers had gone off with Nat, he'd heard him say that mornin' he was goin' fishin' over to the pond.

"O, dear" sez Cynthy, distressed enough. Then she asked him to tell her where the pond was, cause she felt she'd ought to go find 'em.

Dan was a real kind-hearted boy, an' he see how the girl worried, so he told her, 'twas a long walk, over pretty rough ground, he didn't think she'd better try it. He'd go an' look up the boys himself, an' bring 'em home.

But Cynthy said no, she couldn't go back, till she'd found 'em—she didn't need to trouble him.

But course Dan wan't likely to be thinkin' 'bout the trouble, an' he knew all the places where the boys would be likely to go, better'n she did.

So they went 'long together, Cynthy thought under the circumstances her aunt wouldn't mind, an' Dan 'peared to be real pleasant an' gentlemanly.

He had big brown eyes, like Nat's, an' an honest, square way o' lookin' at you. Course they got to talkin' some. Cynthy begun by sayin' how sorry she was, the boys should a run off, that way, an' Dan said he didn't think 'twas good for 'em to keep 'em too much tied up.

"I don't know but we 'low Nat too much liberty," sez he. "But he's the youngest of us you know, an' it's hard on the poor little fellow, not havin' any mother. We try to make it up to him, well's we can, but it aint the same thing."

Cynthy thought that was a kind way to speak o' his little brother, an' the more they talked, the more she wondered what 'twas Aunt Susan had 'gainst the family. She'd never seen any young man she thought seemed nicer'n Dan.

'Twas a good long walk over to the pond, an' when they got there, they only found little Nat, sittin' on a rock under an old willow tree, fishin' all by himself. He opened his big eyes, wider'n ever to see Cynthy an' Dan, but he didn't know nothin' 'bout the boys.

Cynthy was scared worse'n ever. She'd made sure they was out there at the pond, an' when they didn't find 'em, she couldn't help 'memberin' Aunt Susan's "warnin' dream," an' she was dreadful 'fraid they was all drowned in the river, an' she told Dan so.

But he kinder cheered her up an' told her, most likely they went home jest as she come away, an' she'd find 'em all right.

Women have a good deal o' confidence in what a man tells 'em—I don't know why—an' when Cynthy got home an' found her brothers was there, jest's he'd said, she thought his judgment was somethin' wonderful. The little boys was safe, but Aunt Susan was

out lookin' for Cynthy, an' she met 'em, as they was comin' over the hill. Dan he bowed to her, real polite, an' said goodby to Cynthy, an' went off to look for his oxen. One of 'em had got mired in the swamp an' made business for him for the rest o' the day, but I guess he thought 'twas worth it.

Aunt Susan, she didn't say nothin' an' when Cynthy began to explain, she jest waved her hand.

"I knowed I didn't have that dream for nothin'" sez she.

"I was 'fraid it meant the boys was drowned" sez Cynthy, speakin' kinder tired an' sad.

"I shouldn't a ben surprised if it *had* meant *they* was going' to get into mischief" sez Aunt Susan, "But I s'posed I could trust *you* Cynthy."

Then she went into her room, an' shut the door, an' Cynthy felt as if she'd done somethin' dreadful. Course she knew she hadn't meant to do nothin' wrong, but it 'peared as if she'd done it all the same.

Well, I don't say Cynthy wouldn't never a thought o' Dan again, if it hadn't a ben for the way her aunt acted, 'cause he was a very pleasant boy, an' one folks always took to naturally. But course she couldn't help wonderin' what the Sheldons had done that wasn't right, an' that led to thinkin' o' Dan, 'fore she knew it. Aunt Susan s'prised her one day, by askin' how he 'peared.

Cynthy, she didn't know what to say, she got as red as could be. "I—why—I think he 'peared very kind an' nice," sez she, but Miss Susan shook her head, an' groaned.

"I see the moon over my left shoulder, last night," sez she. "You can't place no dependence on good lookin' young men. They are all deceitful an' desputly wicked. I don't believe in speakin' ill o' my neighbors but that's Gospel truth an' there aint no harm in quotin' it, if you don't call no names," sez Miss Susan. "If girls only knew what was good for 'em, when they see a likely young man comin' their way, they'd run as if old Cyphus himself was after 'em."

Cynthy, she got redder'n ever, an' looked dreadful guilty, for lately it seemed she couldn't go nowhere, without meetin' Dan, an' she knew 'twas wrong.

"Who's old Cyphus?" sez Fred, comin' up an' leanin' 'gainst Cynthy's shoulder.

"Same's old Nick," sez Ted, "Cynthy, do you s'pose Aunt Susan would let us stay out a little late, to-night, to catch a bat?"

"A *bat*! Theodore! What you talkin' 'bout!" sez Aunt Susan. "Don't you know it's dreadful unlucky to kill a bat!"

"We'd like to get it alive," sez Ted. But Aunt Susan wouldn't hear to it. "You just come in an' let your sister Cynthy read to you," sez she, "the doo is beginnin' to fall. Your feet look to me, as if they was wet a' ready."

"It don't hurt boy's to have wet feet!" sez Ted, an' Cynthy hurried an' got out her book, 'fore any more could be said.

Over to the other house, the boys was playin' "I spy," as usual,

racin', an' chasin' an' hollerin' to each other. Ed an' Ted, they groaned an' sighed, equal to Miss Susan when she'd had a bad dream, while Cynthy turned up the lamp, an' found her place in the old history.

"Sit still, boys," sez she an' begun' "The takin' o' Ticonderoga, an' Crown Point, was soon followed by the memorable battle o' Bunker Hill."

Miss Susan sot a minute, an' listened to the readin' to show she 'proved o' that way o' spendin' the evenin', an' then she bid 'em good night an' went off to her room. The boys they kep' quiet while she stayed, but the door hadn't hardly shut behind her, when they begun to fuss an' complain.

"If ever I was tired o' anything in my life," sez Ted, "'Tis o' hearin' 'bout that battle o' Bunker Hill. I 'clare I feel as if I'd ben there myself. I guess I could write a better 'count o' it, this minute, than that old fellow did, 'givin' a slap to the Hist'ry, as it lay on Cynthy's lap.

"Would you rather I read 'bout the Swamp Fox?" sez Cynthy, turnin' over the pages.

"O, don't bother!" sez Ed, "Just hear what a good time they're havin' over there!"

The words wan't hardly out o' his mouth, when there come a scream from Miss Susan's room, that was right over the one where they was a' sittin'.

"Who's that, hidin' in my spider lilies?"

'Twas such a hot night, the windows was standin' wide open, even the curtains wan't down. The boys started up in a minute, wild as could be.

"Throw the history at him, Cynthy!" sez they, an' out the window they pitched, head first, glad 'nough o' a chance to get out o' that hot sittin' room.

There'd been somebody round, an' no mistake, for they heard him runnin' off, an' they pelted after him, hard's they could tear, 'cross the orchard, an' over the fence. Then they lost him, but they didn't care, for they run into a lot o' boys, playin' "I spy," an' they joined right in, an' forgot all 'bout Miss Susan, an' Cynthy, an' the man in the spider lilies.

Cynthy, she was scared 'nough, to see the boys run off like that, not knowin' who the man might be, an' knowin' Miss Susan would be displeased with 'em for goin' out so late, no hats on, nor nothin'. She went to the door an' called 'em, but they didn't answer, so she see nothin' for it, but to go after 'em as usual.

So she run down through the orchard, an' clim' over the fence, she see some boys runnin' ahead of her, an' she followed on after, without much of an idea where she was goin'. Then all to once she heard a great shout of "I spy," an' then she see she'd got mixed up with a crowd o' Sheldon boys, an' she stopped short, an' didn't know what to do next.

'Twas so dark, she couldn't tell one of 'em from another—till Dan

come up. She couldn't help laughin' as she told him what was the matter.

"It's just the same old story," sez she, "lookin' for my brothers!"

"They're playin' with the boys," sez Dan. "I see 'em a minute ago, you couldn't catch 'em, but the game's most over, an' they'll all go in. You hadn't better go back the way you came. It's easier round by the bars."

So Cynthy went 'long with him. It did 'pear to be an easier way, but there was no denyin' 'twas a good deal further.

So you see, when Miss Susan come hurryin' down stairs, fast's she could, she didn't find nobody there, an' the doors an' windows was all standin' open.

She shut things up pretty quick, but when she'd waited fifteen minutes or so, an' nobody come back, she concluded she might as well look 'em up. So she put on a hood an' a shawl, for all 'twas so warm, lighted her lantern, an' started out.

She called to 'em, but they didn't none of 'em answer. Then she thought she heard Ted's voice, over in the direction o' the Sheldon house, shoutin' out somethin' or other. So she went through the gate, an' walked over that way. She didn't go trapesin' through the long orchard grass, you may believe.

Mr. Sheldon was leanin' on his gate, as she come up.

"Miss Susan!" sez he, "Is anything the matter?" 'Twan't often that anybody see Miss Susan out after dark.

"Well I don't know," sez she, "I see a man lookin' into my settin' room window, an' Cynthy an' the boys run out to try an' catch him, an' they aint come back, an'—I stepped on a spider by accident this mornin'—an' Theodore killed a toad—an' Cynthy forgot an' shook the table cloth out o' doors after dark"—lookin' at him kinder defiant, "I don't s'pose you think all that means nothin'."

Mr. Sheldon sort o' laughed, an' shook his head.

"You're mistaken then, Susan," sez he, "I'm the most superstitious man livin', an' I've reason to be. Killin' a spider, brought me bad luck once, an' I've not forgot it, though 'twas twenty-five years ago," sez he.

Miss Susan give an impatient sort of a sigh, an' turned to walk on. "I reckon you aint thought 'twas bad luck, all this time!" sez she, "Did you say you hadn't seen nothin' o' Cynthy an' the boys?"

"No," sez he, "I didn't see nobody. They've most likely gone home fore this," he took the lantern out o' Miss Susan's hand, an' walked along side of her. He heard her mutterin' to herself, as the light shone on her shawl.

"There! I've got it on wrong side out! 'Twouldn't do to turn it now—'twould be dreadful bad luck!"

"Susan," sez he, "Aint there no good signs, a body could run across once in a while?"

"O, land, yes!" sez she. "But they aint so common. There's more bad luck'n good, in the world by a long sight, fur's I've seen!"

The Sheldon boys had finished their game at last, an' Cynthy's

brothers 'membered all to once that Miss Susan would be expectin' 'em.

"It's too late for any more hist'ry to-night!" sez Ted. "There's that much gained!" But when they come up to the house, 'twas all dark. The windows an' doors was fastened tight, an' nobody answered nor paid no 'tention to their knockin' an' callin'.

"S'pose they're goin' to keep us out all night, to pay us for runnin' off?" sez Ted.

They was all standin' on the back door step, thinkin' what they'd do next.

"Oh, Cynthia wouldn't serve us that way!" sez Ed.

"No, she wouldn't, but it's Aunt Susan's house, an' Cynthia's ben tellin' us all the time, if we wan't good, she wouldn't let us stay here!"

"Do you s'pose they'll keep us locked out always?" sez Fred, beginnin' to cry.

He was the youngest o' the family, an' the thought o' spendin' the rest o' his life on the doorstep, scared him most to pieces. The other boys felt pretty serious, too. 'Twas gettin' real dark. They never had no idea afore, how lonesome 'twas outdoors at night.

"Don't you cry, Freddy," sez Ted, drawin' a long breath. "Course they'll have to open the doors in the mornin', an' then we'll see Cynthia an' get her to coax Aunt Susan."

While the two older boys was tryin' to cheer up Fred, Cynthia an' Dan come 'long up through the orchard.

"You mustn't never speak to me in that way, again!" Cynthia was sayin', I owe everything to Aunt Susan, for her goodness to my brothers an' me' an' I wouldn't displease her for the world!"

"But if she was willin'"—sez Dan, course he didn't feel under the same obligation as Cynthia, an' couldn't give in all to once, without a fight for't.

"O Cynthia! Cynthia!" sez they, "Aunt Susan has locked up the doors, an' she won't let us come in no more!"

Cynthia was full as scared as the boys. Her conscience wan't clear either. She went round an' knocked on all the doors an' windows, an' when she didn't get no answer, she broke right down an' cried jest like poor little Fred. Ed an' Ted, they give up too, when they see Cynthia take it that way. 'Twas an awful time for 'em all, they felt so homesick an' forlorn, for all the world like so many babes in the wood!

Dan was sorry enough for 'em, but he didn't know what to do. He begged 'em all to come home with him, an' told 'em there was plenty o' room in his house, an' his aunt would make 'em so comfortable, they'd feel as if they was at home right off.

An' somehow he'd got his arm round Cynthia's waist, an' she put her pretty head down 'gainst his shoulder, an' cried worse'n ever. She wouldn't listen to him. She wan't goin' to do nothin' to vex Aunt Susan more'n she was a' ready. They'd stay there on the door step till mornin' an' then beg her to forgive 'em. An' then

Cynthy cried again an' the little boys made such a fuss, Dan couldn't hardly hear himself think.

In the midst o' all the distress, Miss Susan come up to the front gate with Mr. Sheldon.

"Susan," sez he, "I hope we may be more neighborly in the future'n we've ben in the past!"

"It's best to let well enough 'lone, Horace," sez she.

"If there aint all those children waitin' for me on the doorstep! Good land! where 'll they think I've ben to!"

The moon had come out by that time an' they could see 'em pretty plain.

"My son Dan'l is with 'em," sez he.

"He's got his arm round Cynthy!" sez she. What does he mean by that, I'd like to know!"

Mr. Sheldon put his hand on her arm.

"I reckon he means jest what I did years ago, Susan," sez he. "An' he aint killed no spiders as yet to spoil it all for him!"

"Spiders!" sez Miss Susan, "'Twas him 'twas tramplin my lilies down! I know him now I come to look at him! S'pose he was hangin' round tryin' to see Cynthy. But I won't have it! Cynthy knows I won't have it!"

"Let Cynthy have it then, an' you take me, instead, Susan!"

"My patience!" sez Miss Susan, "You must think I'm a fool, after all these years! That weddin' was 'pointed once, Horace, an' put off. It's a dreadful bad sign to 'point 'em a second time!"

"'Twas all for a bad sign, I lost you afore, Susan," sez he, "I aint goin' to pay 'tention to 'em no more!"

"There's somebody down to the gate, with a lantern!" sez the little boys all to once, an' Cynthy an' Dan looked round.

"It's my father!" sez Dan.

"It's Aunt Susan!" sez Cynthy.

"He's holdin' her hand!" sez the little boys.

"That's why she didn't let us in," sez Ted, "She was out walkin' herself!"

They didn't none of 'em say no more for a minute. Then Dan he made up his mind that then was his time, an' he took Cynthy by her hand, an' led her down towards 'em.

"Cynthy!" sez Aunt Susan, "What do you mean?"

"Share an' share alike, is a good motto," sez Dan, "An' a fair exchange is no robbery. Miss Susan, I'll give you my father, if you'll give Cynthy to me!"

"What do you take me for?" sez Miss Susan, "I don't want your father for nothin', an' as for Cynthy—she'll have to fix things to suit herself. It's onlucky to meddle with other folkses' love affairs!"

An' Miss Susan, she marched off into the house, an' you'd better believe Cynthy an' the little boys wan't far behind her. They'd had enough o' bein' locked out, for one night!

Mr. Sheldon an' Dan, they stood an' looked at each other a minute, then Mr. Sheldon heaved a sigh, an' spoke.

"I reckon she was in the right on't," sez he. "It's dreadful on-settlin' to the mind to go trapesin' round the country by moonlight!"

I guess they both of 'em felt pretty lonesome goin' home, but the moonshine did 'pear to a softened Miss Susan, for after that night, she didn't stand in Dan's way, no more, an' the little boys was happy enough, 'cause nobody interfered with their playin' with Nat, an' if you'll believe me—when Cynthy's weddin' day come round, Miss Susan an' Mr. Sheldon, they stood up an' was married too, only one pair was joined in the mornin', an' the other in the afternoon, 'cause a double weddin' would a ben unlucky.

I don't know's you think there's much 'bout spider lilies in this story, child. But I never could see one, without thinkin' o' Miss Susan.

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## IS IT A SUCKER OR A WHALE?

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BY WILFRED P. BORLAND.

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Mr. Ward's "pin hook" style of argument necessitates that I should quote the expressions with regard to rent, which I referred him to in my June article, and which, by a process of mental color blindness, which generally afflicts those who see only what they wish to see, he has evidently overlooked.

As long ago as January, 1892, after identifying the profits of the Standard Oil Company as being largely composed of the earnings of monopoly, I made use of the following language:

"By reason of special privileges granted to the Standard Oil Company, they have been able to crush out competition and increase their earnings at the expense of the people. There is no doubt in my mind, that for every gallon of oil produced in this country the consumer pays one, and possibly two cents more than he would pay if it were produced under circumstances of free competition."

During the course of the same article I examined Mr. Ward's contention that "rent is interest on capital invested in land," and, in connection with such examination, I introduced a diagram from Walker's "Science of Wealth." I clearly illustrated the natural factors, viz: desirability of location and increase of population, which go to make up rent, and in summing up I said: "Rent, then, is not interest upon capital invested in the land." In speaking of payments made to individuals for the use of land, I placed in quotation marks the language of Mr. George:

"Rent is the price of monopoly, arising from the reduction to individual



ownership of natural elements which human exertion can neither produce or increase."

Here, at the very outset of our controversy, is a very clear distinction between natural and monopoly rent, and a plain admission that monopoly rent increases the price of products. Mr. Ward could have understood this language had he been so inclined.

In May I made a further analysis of the natural factors of rent, introducing diagrams to illustrate my reasoning; and in August, during the course of an article written in reply to Mr. Ward's criticisms of my May article, I said:

"If Mr. Ward had read my article carefully he would have seen that competition for the use of land was, at all times, supposed to operate freely."

Mr. Ward is not ignorant of this language, as is evidenced by the fact that he quotes the sentence immediately following it in the context, in his last article. During the course of this same article I said:

"It makes not the difference of the value of one little yellow dog, as to whether the lands used for business purposes are owned by users or non-users. In either case the effect on rent is the same. In the case of a business man who owns the land upon which he carries on business, the value of such land is entered in his capital account, and in addition to wages, interest on his real capital, his profit must be sufficient to pay the ordinary rate of interest upon such value."

The argument which supported this assertion, like all my arguments which Mr. Ward has felt himself incompetent to meet, was quietly ignored. During the course of this same article, in speaking of the mortgage indebtedness of farmers, I said:

"The condition complained of is in large part due to the effort to impart value to land which is economically valueless. \* \* \* A large part of the land upon which farmers are attempting to eke out a precarious livelihood, should, and under correct social conditions would be still the haunts of wild beasts."

In criticising Mr. Ward's articles on "Scientific Taxation," I said, in the November MAGAZINE:

"The error lies in the implied assumption that economic rent, as it at present exists, would be in no wise altered under the operation of the single tax, when the indisputable fact is that by reason of the destruction of the speculative margin, what is now termed economic rent, would, in all cases, be greatly reduced, and with respect to those cases upon which Mr. Ward reasons, it would, to a great extent, be entirely obliterated." \* \* \* "It is through the influence of competition that opportunities are monopolized and held out of use, thus forcing down the margin of production and increasing necessary cost at that point, which, by reaction, causes an increase of increment at those points above the margin."

In December I said:

"We have seen that rent is an increment which attaches to all points above the productive margin. It varies in amount at the different points, strictly in conformity with the various differences in necessary cost at such points, being higher where necessary cost is lower, and lower where necessary cost is higher, and disappearing altogether at the point where necessary cost reaches its maximum or becomes identical with the highest price at which consumers, acting through economic demand, consent to receive the product. \* \* \* Non-

occupying landlordism has a very important effect on rent; it causes a very material increase of rent by forcing down the margin of production to a point below where it should naturally rest, thus increasing necessary cost at that point and creating an unnatural increment at all points above the margin. If use and occupancy constituted the only title to land, the margin must, of necessity, be raised; thus causing a reduction of increment at all points above the margin, but as long as there remained even one superior location in the productive area, such location would yield rent. To change the form of landlordism would merely change the manner of collecting the increment; whereas it is now collected indirectly, it would then be collected directly. We cannot suppose that it would not be collected at all, for to suppose this we must suppose that demand supports production at but one point in the area. \* \* \* The Georgian economy does not condemn landlordism, with any qualification whatever, as being the cause of rent; it condemns the whole institution of private property in land as being the means by which the increment which exists in the very nature of things wherever men come together in the social state is diverted into private pockets and away from the society to which it properly and equitably belongs."

There is but one construction to be placed upon this language. If it means anything at all, it means that present rent is not pure economic rent; it also means that the unnatural increment is an indirect tax upon consumption, since there is no other way for it to be collected except through the medium of price. Let me inform those readers who may not be acquainted with Mr. Ward's "pin hook" style of argument, and who may not have read the articles from which these quotations are taken, November and December, 1892, that their burden is to show that rent is not a part of price, and that use and occupancy as the only title to land would not destroy rent, two propositions which Mr. Ward affirmed. Giving me credit for just the least little bit of intelligence, the reader may judge what were my ideas concerning rent. Coming now to the March issue of the present year, I introduced a diagram for the express purpose of illustrating the difference between present rent and natural rent. Referring to the diagram, I said:

"The condition herein shown is precisely such as governs our land supply to-day."

I further said:

"By reason of the extension of the margin to the lines c, a new relation is established; the advantages which operate to give value to land are no longer estimated by comparison with land situated at the natural margin, but by comparison with land situated at the speculative margin. An unnatural rent is thus created, which we term speculative rent, to distinguish it from rent proper, or rent arising by reason of the free operation of natural laws. Just how much of our land values are natural, and how much speculative, it is impossible for any power short of omniscience to tell. \* \* \* From our knowledge of the operation of the law of supply and demand we are warranted in inferring that our land values are much greater than they would be if allowed to arise naturally."

In the face of all this, Mr. Ward has the effrontery to assert that Mr. Borland has learned lots since last March, and that he hung on pretty well to his omnibus term, economic rent, until forced by stress of circumstances to divide it up into economic and monopolistic rent. Now let us examine Mr. Ward's expressions as to rent,

which my arguments were intended to disprove. In February, 1892, he said:

Rent of used and occupied land is simply interest upon the money value of such land. \* \* \* Increase in value of unused and unoccupied land, less the taxes paid upon such land is the net interest upon the original money cost of the land.

In June he said:

I consider rent a crime against humanity and would supplement paper title deeds and supplant individual landlordism with a system of *actual* individual use and occupancy as a prerequisite to any title to the possession of land. The single tax would license occupancy by *proxy* and allow capital to monopolize all the land it was able to improve. The way to destroy rent is to cease to tax land in use and force each man to use and occupy his own land. Then the competition incidental to business and commercial enterprise will wipe out rent, even as it now, in many cases, obliterates *net* profits, remaining content with rent, interest and running expenses.

Is Mr. Ward willing to assert that when he used this language he had in mind any idea of natural rent? Did he not consider rent simply as so much interest upon land values, exploited by non-users of land solely by virtue of ownership, and extorted from the masses by reason of their necessities? And was he not quite positive that under the untaxed use and occupancy régime there could exist no such thing as rent? That this is his idea is proved by the following declaration, which appeared in September:

My position is this: I claim that it is not individual land ownership, but non-occupying landlordism that is responsible for the existence of the factor, economic rent. That non-occupying landlordism acts in the nature of a protective tariff in protecting occupying land owners in the absorption of economic rent. That if use and occupancy were made a prerequisite to land ownership the natural law of competition would first wipe out economic rent, and then cut down profit and interest, while the single tax would perpetuate rent by collecting it as a tax.

When it is considered that no single taxer has ever claimed that individual land ownership is responsible for the factor economic rent, the purpose of this declaration is not exactly clear, and does it not, in view of later developments, seem as though I was justified in asserting, as I did, that when Mr. Ward talks about competition destroying rent he gives pretty conclusive evidence that he does not understand the nature of rent."

In January of the present year Mr. Ward finds it necessary to elaborate his ideas on rent more fully, and proceeds to dogmatize as follows:

Although single taxers are very fond of using the terms speculative margin and economic rent, there are very few of them that have the most remote idea of what the terms really mean.

As for instance: There is no speculative margin attached to the *selling price* of a Kansas or Texas farm. The speculative margin is all such portion of the price asked for land, by land speculators above such a price as the actual buyers, for use, are willing to pay. This may not be a scientific but it is a common sense definition. Economic rent is the legal, current rate of interest upon the actual cash, selling price of the land. Single taxers need to master these rudimentary principles before they conclude that they experience no

difficulty in discerning the illogical and worthless character of the figures which are paraded with such a show of exactness, and turn their attention to a refutation of the statement that speculative margin attaches only to land bought for speculative purposes, and is, in no sense, a part of the actual selling price of land bought for use and occupancy in a farming country, where every tract of land is for sale at some price. What people pay for land in such a country is the natural price consequent upon the pressure of population. The margin above what people are willing to pay is the speculative margin.

Then, after reiterating his former declaration, which I have quoted, he proceeds, as follows:

And this was the remedy offered:

A tax equal to the full rental valuation, or economic rent, should be levied upon land occupied for business purposes by others than those who own it.

There should be levied a cumulative graduated tax upon all unused and unoccupied lands. No other land should be taxed.

I supposed that any one would remember that land occupied for business purposes must be situated in cities and towns. And, as I do not propose to tax unoccupied lands in the country, at all, I tacitly admit that there is no economic rent inhering in occupied farm lands.

But I must insist on not only confining my language to cities, but also on confining the argument in each case to each city for itself and by itself, and not in competition or comparison with any other city or cities.

And then I must insist on leaving out of the question any discussion as to production or its cost, relatively, in different locations. These terms, margin of production and natural price, are very foggy and but poorly understood, besides which, they have reference to a condition of affairs which have nothing to do with rent or the land question, but are the product of an idiotic and unscientific system of transportation. Apply the postal system to freight transportation, and all land will become of the same value, while the margin of production would be obliterated.

Verily, here are some brilliant ideas! One must suppose that Mr. Ward has made a very exhaustive study of the rent question. Stripped of superfluous words, here is what he says: "Economic rent is the legal current rate of interest upon the actual, cash, selling price of the land." This applies only to land situated in cities and towns and it may be wiped out by forcing every business man to use his own land, and every citizen his own residence site, which they may do free of taxation. There is no economic rent in country lands, notwithstanding he has just been telling us about the *selling price* of Kansas and Texas farms. Then, to equalize the value of all land we have only to apply the postal system to freight transportation. We are not told whether this is to be done before rent is wiped out or after; presumably, before, as afterwards there would be no value to equalize. Great is the pin hook style of argument!

But, Mr. Ward, after delivering himself of this string of sophisms, begins to perceive that there is a screw loose somewhere, and finds it convenient to tack onto his transportation argument the proviso that all lands will become of the same value providing they will produce as much an acre, and locality will not figure in the item of cost. Continuing, Mr. Ward says:

The value and uses of land must be classed under three divisions, as follows:

- 1st. For residence purposes, and held vacant for speculation.
- 2d. For the production of wealth.

3d. For the absorption of wealth.

Land embraced in the first division is the only land the value of which can truthfully be said to be the direct result of the efforts of the community or people. The value of lands in the second class depends upon the success and profits attendant upon the production of wealth. The value of the land in the third division is dependent upon the success and profits attaching to the absorption of wealth.

Which is simply nonsense. It will puzzle Mr. Ward, exceedingly, to account for the value of his second and third class lands, after eliminating the factor efforts of the community of people.

Mr. Ward winds up his January exposition of the rent problem as follows:

Were there no landlords to pay rent to, price would be reduced in just the amount now paid as rent to landlords and absorbed as rent by those occupying their own land. Of course, I never meant that destroying non-occupying landlordism in Chicago would abolish rent in Kansas City, but I do assert that it would disappear in Chicago and Kansas City, were non-occupying landlordism abolished in both cities.

There is not the slightest evidence in this language that Mr. Ward had any idea of rent, other than that of its being an unnatural and unjust charge upon the people, collected by means which he had very fully set forth in his arguments. His remarks in February are but a further extension of the same idea. But, in the interim between the composition of his February article and the one that should have appeared in April, Mr. Ward, by some means, assimilates the idea I had all the time been presenting to him, and which it was necessary for him to understand before he could get any clear view of the single tax theory. Here are his latest ideas:

My correlative, or corollary, propositions are: 1st, That non-occupying landlordism is responsible for the absorption by individuals of monopolistic rent. 2d, That were use and occupancy the only valid claim or title to land, that in the case of lands occupied for income production or profit making business, competition would entirely eliminate monopolistic rent, leaving only pure economic rent attendant upon relative advantage of business locations. These propositions, I affirm and Mr. Borland denies.

Just note that Mr. Ward here, for the first time, substitutes the term monopolistic rent for economic rent, and recognizes the fact that the latter is natural. He recedes entirely from his former position, but presumes upon his readers' ignorance by proceeding complacently with his argument from this new standpoint, as if his theses were in no wise altered, in nothing changed; he attributes sentiments to me which I never entertained, and expressions which I never uttered, and then proceeds to tumble over the man of straw, he has thus built up, with as much eclat as though he were engaged in a legitimate proceeding. That he thoroughly understood that he was subjecting me to misrepresentation is indicated by the following:

I am also, by his argument, convicted of the oversight of being too loose and careless in my definitions, not holding strictly to the difference between economic rent (produced by relative fertility in the country and relative location in the city) and monopolistic rent, the result of non-occupying landlord-

ism. I concede the fact that there would yet remain a small degree of economic rent, were use and occupancy the only title to land, but contend most earnestly that monopolistic rent would entirely disappear.

Here is an admission that he understood the purpose of my argument, and a concession of the very point I had so long been trying to make plain; yet he proceeds, as if such admission had never been made, to subject me to the most outrageous misrepresentation. After falsely asserting that my effort had been to prove that monopolistic rent could continue to exist in the absence of non-occupying landlordism, Mr. Ward winds up as follows:

Natural rent, arising from differences in relative fertility and location might continue to exist, but it would be but as a drop of water, compared with the ocean of tribute now exacted from labor by land monopolists.

Which I considered as a concession of the vital point in the controversy between us. His May article is but a continuation of the same process of misrepresentation. Had I been animated by any other motive than the desire to arrive at truth, I might easily have asserted that Mr. Ward "has learned lots since last February," and that "he hung on pretty well to his omnibus term, economic rent, until forced by stress of circumstances to divide it up into economic and monopolistic rent." I might easily have done this, and then proceeded to tangle the argument up with such a mass of rhetorical wiles and logical subtleties that the proverbial Philadelphia lawyer would have been unable to straighten it out. But my purpose has ever been to simply arrive at truth. I am not married with the single tax idea; I have accepted the idea because my economic studies (which, by the way, have not been confined to the works of Henry George) lead me to believe that it will give us a society free from all monopolistic influences and combination. This being my position, I accepted Mr. Ward's concession that there was such a thing as natural rent, as a step in advance, and, after venturing to enter a mild protest against being subjected to wilful misrepresentation, I endeavored to place the real issue between us in a light which could not be mistaken; giving Mr. Ward credit for the same motives as animated myself. But in response to this Mr. Ward makes not the slightest attempt to discuss the issue between us; his article is in no way calculated to settle the point as to whether or not the single tax will destroy monopolistic rent, and he virtually admits the impeachment of dishonesty, calling it his peculiar and self-chosen style of argument. Well, if these are the ethical principles which animate our socialist friends I can find moral as well as economic reasons for opposing them.

Mr. Ward should remember that Mr. Middleton will not deny that those who discuss the single tax from my standpoint are compelled to assert the total destruction of monopolistic rent, and the existence only of natural rent; and this is the only question between Mr. Ward and myself to-day; let him confine himself to it until we arrive at a conclusion, after which I shall be pleased to discuss other points which are, at present, irrelevant.

Mr. Ward lays much stress upon the fact that certain single taxers have estimated the revenue expected from the single tax, upon the basis of our present land values. Well, why should they not? Present rent furnishes a very good basis for reasoning; besides, single taxers have very good reasons for believing that the economic rent which would be evolved under a system of absolutely free competition would fully equal present rent. But, Mr. Ward must remember that such estimates are not germane to our argument; we are concerned only with the logical consequences of the theory, quite independent of individual opinions and assertions from any source. Mr. Ward has made the assertion so often that the single tax would perpetuate the present monopolistic conditions instead of destroying them, that it is about time he introduced some proof to support it. The question of sufficiency is one which does not concern our present argument in any way whatever; so Mr. Ward may curb his anxiety on that point for the present. When we come to some conclusion about the effect of the single tax upon monopolistic rent, I may be able to satisfy his anxiety, as I have some ideas on the sufficiency proposition myself, thank you. Mr. Ward calls on me to explain what kind of crops business lots produce. Nothing easier, my dear sir. Just turn to that paragraph in my March article, which you are so fond of quoting, and read:

"A location where 100,000 suits of clothes or pairs of shoes may be sold yearly, is a better location than the one where but 1,000 of such things may be sold, supposing price in each instance to be the same, and the larger rent which attaches to the superior location is but the recognition of this self-evident truth."

These are the sort of crops business lots produce, Mr. Ward; they produce crops of economic rent, which belongs to all the people and which we propose to appropriate to the uses of the people. By his perusal of that paragraph Mr. Ward shall also understand what society has to do with the productiveness of land. Then let him follow my advice and attend to my definition of natural price, and he may save himself the trouble of misrepresenting my argument to such little purpose. The economic rent of residence sites is evolved by the same rule. Men pay more for convenient sites than for inconvenient ones, simply because the convenient sites are worth more. The man who lives at a great distance from his place of work or business would consider it a very foolish question if one should ask him if he did not consider the site near at hand to his work more valuable to him? The answer would be, of course it is.

Now, if Mr. Ward is desirous of any further exposition of single tax doctrine, from my standpoint, I must insist that he drop his "peculiar and self-chosen style of argument," and adopt a style which will tend towards conclusions. To begin, he might introduce proof of the assertion that "the withholding from use of the square b, adds nothing to the value of the residue of land within the lines a." After he has proved that assertion the rest will be easy for him.

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## SINGLE TAX FALLACIES.

BY W. H. STUART.

No. 7.

The single tax program, in addition to the confiscation of rent of land, proposes that "when free competition becomes impossible, as in telegraphs, railroads, water and gas supplies, etc., such businesses become a proper social function, which should be controlled and managed by and for the whole people, through their proper government, local, state, or national, as may be." From which it appears when "free competition becomes impossible" in any business of a public nature—and all businesses that have for their object the supplying of human wants, are in their very nature public, and in no sense private—then single taxers favor public control.

When "Progress and Poverty" was written, the term "trust," as applied to a combination of capitalists for the purpose of controlling some particular industry and eliminating competition, was unknown. The theory in regard to trade combinations being, that with free access to natural resources, and absolute freedom of trade and commerce guaranteed, such combinations would be impossible; when in any particular business, the returns to capital exceed the normal, capital would rush in and soon an equilibrium of profits would be the result.

This beautiful theory—like most single tax ideas—proves to be false. Free competition is a myth, combination and co-operation is the watchword. Free competition is now confined to the intellectually inferior. The people of brains and capacity are everywhere combining. Capitalists are every day forming great combinations for the purpose of reducing the cost of production, eliminating the middlemen, and absorbing to themselves all surplus value over the cost of "free" labor. Witness the 200 trusts, with capitals varying from one to one hundred and fifty millions, that control nearly every form of industry in the country.

Where is the line of demarkation beyond which combination is not effective? In what way does the control of a railroad differ from the control of a sugar trust, or a gas or electric light plant from the leather, the cordage, or any of the other trusts that manipulate industry in the interest of the capitalist class? Occasionally one of these trusts, capitalized at three or four times their value, goes under temporarily, to which the single taxer triumphantly points as an evidence that the "trust" must go. But they don't go! When dissolved by courts they shortly reappear under a different form. They are here to stay! They illustrate the science of producing wealth along the lines of least resistance; at the least possible cost of labor. By employing the best machinery that human ingenuity can devise. They also eliminate the useless middlemen.

If the day of the stage coach and tallow dip has forever passed



away, the twilight hour has struck for the small producer in agriculture, as well as in manufacturing. The small farmer will soon be as obsolete as the spinning wheel. To object to this method of production is as irrational as it would be to object to the introduction of labor-saving machinery.

The only question for the intelligent workingman to decide is, whether he is willing that all the profits of this form of production should accrue to a few idle capitalists, or that the nation itself shall control all the means for the production and distribution of wealth in the interests of all the people. That the whole nation shall form a gigantic trust that shall operate the machinery of production for its own benefit, and divide the profits equitably among the shareholders.

I shall, however, refer again to this subject.

The reason why George abandoned the railroads and telegraphs to public control was because the value of the land used was so insignificant, compared to the value of the plants and franchises. The return in rent, or the tax on the land, would be ridiculously out of proportion to the value of the property. For it must be remembered that under the single tax scheme of taxation, the land used for the road bed of a railroad would have no more value for taxing purposes than a parallel strip of vacant land. Tax on land is to be *irrespective* of improvements. The rails and ties, the depots, the rolling stock and machinery are all "good things," whose production should not be discouraged by being taxed or "fined."

There are, however, single taxers who are reluctant to abandon such public utilities to the socialist plan, *i. e.*, public ownership. Some advocate government ownership of the road beds and tracks only, leaving transportation to be carried on by private companies. This plan would inevitably result in a monopoly, for the private company controlling the best equipments would drive out the weaker competitors and monopolize the entire business.

Other single taxers, among whom is Mr. José Gros, lay great stress on the value of railroad road beds for taxing purposes. This gentleman, while in a reminiscent mood, in a recent number of this MAGAZINE tells us he "is often forced to laugh when he reads his first essays, twelve, fifteen and seventeen years ago." If he lives and learns, I hope and believe that twelve, fifteen and seventeen years from now he will find even greater cause for mirth in the ideas he puts forth now; many of us can see the amusement in them now and need not wait so long to laugh.

He even manages to make a joke out of such dry reading as statistics. "And yet," he continues, with that charming *naïveté* and total absence of false modesty that characterizes great minds, "even at that time I had already discovered the source of all social disturbances, the primary cause of all national and international disequilibriums, something that many of our brother reformers, the plural taxers (*i. e.*, the outside rabble), have not yet found out." (?)

Here is another illustration of how great minds run in the same

channels. While Henry George was re-writing Patrick Edward Dove's "Theory of Human Progressions," to appear later in his own charming style, in that fascinating romance—"Progress and Poverty," Mr. Gros was investigating and discovering his theory of "disequilibriums" from the same standpoint.

This singular coincidence is only paralleled by the discovery of the theory of "Natural Selection" simultaneously by Chas. Darwin and Prof. A. R. Wallace.

Therefore, when a gentlemen so thoroughly *au fait* in the science of "disequilibriums" condescends to tackle so small a matter as railroad land values, something startling and original may be expected, and we are not disappointed. He states: "After long and careful study on the subject for the last five years, I offer the following estimate: Railroad land values five and one-half billion dollars." (?) Had this estimate been offered by a less distinguished statistician and disequilibrist, I would certainly have felt the need of some such expressive word as "rats!!!" to denote my opinion of the statement. But of course the use of slang would not be appropriate in commenting on the efforts of such an authority as Mr. Gros. Nevertheless I must call in question the correctness of his extraordinary claim. It is possible that the study of "international disequilibriums" impairs one's capacity for dealing in statistics. Mr. C. Wood Davis is almost as well known as Mr. Gros as a practical railroad man and an expert on railroad matters. He estimates the values of the railroads in this country at four and one-half billions, which would be an average of \$30,000 per mile; an estimate that many think is extravagant. I venture to suggest that ten per cent. of that amount would fully cover the value of the land. Ninety-nine per cent. of the land used is agricultural land of moderate value. Thousands of miles traversed by our transcontinental roads have hardly any value. This, then, would leave taxable railroad land at four hundred and fifty millions. But if my theory of the decrease in rental values that would be sure to follow the adoption of the single tax is correct, then we must reduce the estimate to at least one-fourth the estimate given, which would reduce taxable railroad land to one hundred and twelve and one-half millions, and if we must make a proportional reduction in the other estimates of land values given by Mr. Gros, his theory of "low taxes" is reduced to an absurdity. Better let the railroads, etc., go, Bro. Gros; your leader, Henry George, would never have given them up if he could have helped it. There is no way to tax public utilities by a land tax, the value of the land is usually too insignificant.

The first trust that raised its head after the appearance of "Progress and Poverty" was the Standard Oil Co. This company had acquired an enormous capital before it ever acquired a foot of oil land or bored an oil well. It took no chances by "wild catting" or hunting new territory. It allowed others to do this work. Those who bored for oil were either owners or lessees of the land. Therefore, the Standard Co. neither owned or controlled the land, or produced

the oil. This company acquired its great wealth practically under single tax conditions. It laid pipe lines from the oil districts to the cities where it would be refined, and there erected buildings for that purpose, generally on cheap suburban land. It was then in the market as a purchaser of crude oil, and as a refiner. It could transport the oil through the pipe lines at less than one-fourth the cost of railroad transportation. Therefore, oil producers were forced to not only sell their product to this company, but were compelled to take whatever price it offered. The producers attempted to build refineries for themselves, and attempted to lay a pipe line to tide water. But in a very short time the Standard bought the pipe line and crushed the refineries. They monopolized the transportation of crude oil and refining it; they compelled railroads to carry refined oil at very low prices. If the roads refused they were soon brought to terms by the loss of their carrying trade, which was enormous.

The history of this company gives the lie to the single tax argument, that all wealth is the result of the monopoly of natural resources.

Now and then, some single taxer, with a faint glimmering of the critical faculty, familiar with the conditions under which the Standard Co. was accumulating wealth, wrote to the *Standard*, "wanting to know, you know," how this could be. This was a poser for that paper, but something or some explanation must be made to save their theory. And here is how George accounted for it. Immense quantities of tin was used by the Standard Oil Co. as cases for their refined oil for foreign transportation. On this tin they were allowed by the government a rebate of 90 per cent. of the import duty. This rebate their small competitors lost through the trouble and red tape necessary to get it. Therefore, so the *Standard* said, the protective tariff was the indirect cause of the monopoly of the Standard Oil Co. When we take into consideration the enormous wealth of that giant octopus, with the small amount saved by the rebate on tin, the puerility of the reason given by George and accepted by his followers is simply astonishing.

At the zenith of its power, to protect against possible competition, the Standard Oil Co. obtained control of the principal oil lands of the country, and now, with its foreign allies, controls the trade of the world. As it was the first of the national trusts, it afterwards became the first of the international trusts, that in the near future will control the trade of the world.

Mr. Gros, commenting on my statement that the Standard Co. accumulated its wealth by its pipe lines and refineries, asks: "Can any one control tools without controlling land, the tool of all tools? How can that be done? Our friends never explain that."

Nothing easier, the Standard Oil Co. is an example, and there are a hundred other trusts that do not control natural opportunities, or are the result of our fiscal system. If Mr. Gros means that no wealth is produced without land, I reply: that is admitted; his question is frivolous and childish. If he contends that all who accumulate

wealth must themselves directly produce it from the land, and that it can not be absorbed from the real producers by capitalists, parasites and gamblers, he is talking nonsense that is discreditable in the discoverer of "national and international disequilibriums." And then adds Mr. Gros: "Just as if we could have pipe lines and refineries without land, and very valuable land, because useful to a certain and useful form of production." Here, without stating it in so many words, the inference is intended that the land used for the refineries and pipe lines would be taxed on the basis of its value to which the land is used. I have already pointed out in the case of railroad land, that the improvements add nothing to the rental value of land beyond the value of adjacent vacant land of equal productivity or site value. Therefore, the value of the land used for the pipe lines would be the same as the adjacent vacant land; and as the space used in crossing a state is about comparable to the space occupied by a string stretched across an acre field, its value for taxing purposes may be imagined. I regret being compelled to waste both time and space exposing such frivolous arguments. But Mr. Gros' disingenuousness, or ignorance of the theory of single tax, compels me to answer them. My experience is that single taxers are rarely able to understand the arguments of their opponents, and are often quite ignorant of the theory they attempt to defend.

I strongly advise Bro. Gros to stick to "disequilibriums," there he is secure, for no one understands him. I have tried, but to my shame, I confess that I could not. But on the subject of land values we do claim to "know a hawk from a hand-saw when the wind is westerly."

Sometimes I laugh also, when I think of the epigrammatic arguments so potent in converting single taxers to the true faith. There, for instance, is the story that George is so fond of telling, of the old greenbacker who was arguing with Louis F. Post. The O. G. contended that he would sooner own all the money than all the land. Then, quickly replied Br'er Post: "You take all the money and get off my land." I am afraid to estimate the number of single taxers that date their conversion to this brilliant sally; and yet, singular to relate, the land is rapidly passing into the hands of the Shylocks, and our farmers are becoming tenants on the land they once owned. Funny, isn't it?

By the way, did you ever notice that the Jews, the greatest financiers of the world, rarely own land? They prefer to let others own the land and produce the wealth, then they gobble it up, as the Standard did the oil. Then there is George's famous rhetorical statement: "Tax houses and there will be less houses, but tax land all you like and there will never be a foot less of land." So the indestructibility of matter, and the impossibility of diminishing the weight or diameter of the earth is made to do service as arguments for the single tax. When the single tax mind first gets a grasp of the tremendous potentialities of that theory, he is struck with awe and wonder, and in the spirit of a true devotee, he exclaims: "Great is the single tax, and George is its prophet!"

In the June MAGAZINE I cited the abandoned farms of New England as showing that under our modern system of production, mere access to natural opportunities would be of no avail to the man without capital. That within sight of the New England factories was land that could be obtained for a nominal rent. Yet, even under such practically single tax conditions, the exploitation of labor continues and wealth accumulates in the hands of the capitalist.

I used the illustration in a communication to the "Baltimore Critic." I was simply paralyzed at the reply of my critic. He asked: "Why does Mr. Stuart trot out the abandoned farms of New England, does he mean to assert that the single tax is responsible for that state of things?"

My argument was certainly lost on his brilliant intellect. But for utter vanity commend me to the comments of the gifted Gros on the same subject. Hear him:

Now suppose that every idiot in New England can have a farm within sight of a factory for the trouble of taking possession of it, as we are told to be the case. Well, what about it? We don't consider that our 700,000,000 acres attached to farms are worth over \$2,000,000,000 economic land value, capitalized value. Suppose that we have made a mistake, and that they are worth nothing. Well, so much the better for every one of us. That would show that the farming communities can get along without public improvements, or that farmers don't want any such improvements, and prefer to live without the comforts of organized society. That should be their own lookout. We can not eat the cake and have it.

Because, when our friends say that on such a place land has no value, they simply say that there is no need of any organized society on such a spot. When they say that such and such land has but a low value, that merely proves that only a very simple social organization is needed there, and so on to the end of the chapter.

If any reader of this MAGAZINE will explain what Bro. Gros means in the above I will reward him with a suitable prize. I have read it a dozen times hoping to get some clue to his meaning, but I give it up.

In the July number Mr. Middleton protests against what he calls the grossly unjust manner in which I treat Henry George. He says: "When Mr. Stuart devotes several pages of his article on the question, 'Would the single tax advance wages?' in an attempt to make out Mr. George to be a shallow and ignorant writer, who maintains that the landlord alone is able to live on the labor of others, I must protest."

He admits that George said: "Whatever the increase in productive power, rent steadily tends to swallow up the gain, and more than the gain."

But he says it is one thing to say it *tends*, and another thing to say it *does*. "Gravitation tends," says Mr. Middleton, "to draw everything to the center of the earth, but how much matter reaches that center."

So that really we must understand Mr. George in a Pickwickian sense, *i. e.*, matter does not really rush to the center of the earth,

*ergo*, neither does rent swallow up surplus gain. This is rich! Between his critics and his friends, George is to be pitied, but it is from the latter that he should ask the fates to save him.

I could quote a score of pages from "Progress and Poverty" to show that rent of land is the one thing that does and must continue to absorb all surplus wealth over a bare subsistence to labor, while private ownership of land continues. He upholds interest as the "wages of capital," and contends that under the single tax it would increase. He defends the thieves who rob labor by cornering the necessities of life. Indeed, the only form of legalized robbery he objects to is rent of land; and yet Mr. Middleton protests against my styling such a man, "a shallow and ignorant writer." My argument has not been *ad hominem*, but for the economic opinions of a writer who defends the exploitation of labor by means of interest and gambling, I have the most profound contempt. There is only two ways a man can subsist on this earth, either by his own labor or by the labor of others. He who lives on the labor of others is a robber and a parasite, no matter how unconscious he may be of the fact.

In this controversy I have been careful to quote George's own words, so that it could not be said that I was "fighting against a single tax of my own imagination." And yet Mr. Middleton does not hesitate to say, that by quoting a passage here and there, moving it from its context, and ignoring other writings, that I have been grossly unjust to Henry George.

Mr. Middleton goes into a long argument to show that the adoption of free trade would, by stimulating trade and increasing production, raise wages. I must express my surprise that any one pretending to any economic knowledge would advance so childish an argument. Why even George shows the fallacy of it. The social problem is not one of tariffs, or taxation, or free coinage of silver. If the abolition of the tariff lowers the price of commodities, in that very proportion it will lower wages. Are wages higher in free trade England than here? Any change in our fiscal or financial system that raises the money wages of labor will *pari passu* increase the price of commodities and products. Neither in free trade England or protected America does labor receive of the product which it creates, more than a bare subsistence. Nor will labor ever permanently receive more than its subsistence so long as the means and instruments of production continue to remain the property of the few.

In my July article I treated this subject at length, and I hope that Mr. Middleton in his reply will indulge less in vague assertions and generalities and more in facts and arguments than hitherto. In a former article I stated that under a single tax régime all the advantages that would result in the use of land above the "margin of cultivation" would be confiscated by the state, and that all the advantage that would result from the use of the best tools would accrue to the capitalist in the shape of interest. Mr. Middleton has not yet answered this proposition. I challenge him, or any other single taxer to do so.

Mr. Middleton quotes my statement that in 1881, less than one-sixth of the wealth product of England was absorbed by land rent. Upon which he remarks that that amount exceeded the public taxes, which are only one-tenth of the product there. I have to again remind him that that the rent quoted is monopoly rent. Under a single tax régime that amount would have to be reduced to at least one-fourth of present rent. It is singular how Mr. Middleton clings to the shallow fallacy that monopoly rent would persist under single tax conditions. He keeps on estimating revenues as if I had not fully pointed out this singular fallacy of George and Shearman. Because I am not able to state definitely the exact decrease that would follow the adoption of the single tax, whether, for example, it would approximate nearer one-fourth or one-fortieth of present rent, he affects to treat the question as purely conjectural, a mere fanciful theory that may or may not be true. I consider this mere trifling, and not at all creditable to Middleton. Nothing can be more certain than that a system of taxation that will prevent the holding out of use of unused vacant land, will enormously decrease rent. My opinion is that the decrease would be at least to one-tenth of present rent. To a single-taxer limited, who merely aims at a fiscal reform, who believes in private ownership of land and the justness of interest, I would suggest that the present system of land taxation is the best that could be devised for this purpose. It permits almost the entire continent to be monopolized by private owners, who keep on paying taxes on land, much of which will not be in use at the end of the next century. Adopt the single-tax and nineteen twentieths of this land will be at once abandoned, and the remaining one-twentieth would decrease in rental value to probably one-fourth present value. This reduces the single-tax theory to an absurdity, and makes Shearman's estimates, based on present rental values as laughable as Bro. Gros' "statistics" and "land values." Come gentlemen of the single-tax, get together—as Mr. Ward advises—and agree among you about what would be the difference between monopoly and natural rent, and if you decide that pure economic rent would be totally insufficient for purposes of revenue, then decide what other form of taxation you will advocate. Say for example, an income tax, as Bro. Shearman suggests. Or, shall we adopt Mr. Middleton's plan, i. e., enforce the single-tax till we have robbed the present owners of land, and then keep up rent to about present monopoly rates, i. e., substitute government for private monopoly and continue the robbing of the poor, by excluding them from God's earth, as single-taxers tell us with tears. Come gentlemen, which shall it be?

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## MR. STUART'S SINGLE TAX FALLACIES.

BY JAMES MIDDLETON.

No. 6.

It is difficult to fully understand and follow all Mr. Stuart's lines of thought, as he confuses terms and oftentimes gives meaning to words widely different from their ordinary use in speech, or as used by the great majority of writers on economic subjects, and does so without calling attention to the fact. That is shown as markedly in his treatment of capital as in his treatment of interest. In treating interest first and then discussing capital he has, moreover, reversed the logical order and increased the confusion.

Now, it appears, he does not consider "contract" or loan interest, about which George and "pseudo economists" like Adam Smith, Ricardo and Mill have spent so much time, and to which the People's party has given so much attention, as interest proper, but a "form of interest that could be abolished without interfering materially with interest, i. e., surplus value."

He has the same lofty contempt for all economists who differ from him, as characterized his master, Karl Marx.

He says, "The old economists defined capital as that part of wealth used for the production of an income without personal exertion." I was astonished when I read that statement and tried to think what economists he referred to. I thought, perhaps, my memory was at fault, but upon investigation, have been forced to the conclusion that it was not the fault of my memory but my lack of knowledge of the old economists.

Adam Smith defines capital as "that part of a man's stock which he expects to afford him a revenue." He enumerates as capital a large list of material products, such as buildings, machinery, and provisions in the hands of producers and dealers. Certainly a large body of producers and dealers, usually called capitalists, work for what they get.

The new English dictionary, which the English Philological society is publishing, gives as a definition of capital, "Wealth in any form used to help in producing more wealth." It supports this definition by quotations from Cottgr, 1611 down to Helps in 1874. I hope Mr. Stuart will clear up this point about the "old economists."

He says "the term capital is a modern one and can only properly apply to our present system of capitalist production."

Though in Greece and Rome slave labor predominated, yet I had heretofore supposed that there were, in those times, merchants and manufacturers who employed free labor and that there were buyers and sellers, borrowers and lenders, and that the question of interest was often discussed. But, then, I suppose it was not interest proper but only "contract interest" which Aristotle and Plutarch denounced, and the taking of which was at one time punishable with death.



Strange, that one of the arguments which Mr. Stuart uses when he says "what loss has money sustained while in use," is very near akin to the argument of Aristotle, which Dr. McGlynn uses, that money, of itself, does not breed money.

Even in the days of Moses, the great law giver, interest was forbidden. Jesus is reputed to have talked of usury and of the hire of laborers. I had innocently supposed that all civilized and semi-civilized Indo-European peoples, from the time of Moses to the present, had carried on more or less of capitalistic production, differing rather in degree and form than in essence from the capitalistic production of the present; that even in the south during slave times, that there were some manufacturing and a good deal of buying and selling carried on by free labor. If I am in error I shall be pleased to be enlightened.

I am inclined to think though it will take a few more nickels' worth of castor oil to put on the wheels of his arguments and analyses in order to have them run smoothly to the end he so much desires.

He gives a "more scientific definition of the term capital" and proceeds to analyze a concrete example of production in the "Chino Beet Sugar Factory" near Los Angeles, as he thinks it would work under the single tax. In the analysis he says: "We have now eliminated the landlord and the lendlord and wages still remain at the cost of subsistence. Does any single taxer object to this statement and analysis of the production and distribution of surplus value? If so, I challenge him to show wherein I err, and let him at the same time please inform us as to the way the single tax will increase wages."

We will waive objection for the time being to his "more scientific definition of the term capital" and suppose the \$600,000 or more invested, represents nothing but "accumulated unpaid labor" in the hands of the capitalist.

Under the conditions he gives, the single tax has abolished the landlord, and the laborer has his land for the payment of a small annual tax to the government in place of all other taxes, and cannot be dispossessed from his land only on failure to pay that tax (and as I have heretofore shown only on compensation for the improvements he has made.) The lendlord is also abolished, which means if it means anything that all borrowers get their loans free of "contract" interest.

On the other hand, the hated capitalist has invested his accumulated robberies in buildings and machinery and a small tract of land with exactly the same conditions, as to taxation, as the laborer who raises beets. He grants that the 2 cents per pound bounty on sugar also stands. (A condition that would hardly exist under the single tax programme.) His capital is invested as it would have to be invested under the single tax in products created by labor and not in land values and franchises.

Of such capital Karl Marx says in "Capital," part III., chap. 7, sec. 1:

A machine which does not serve the purposes of labor, is useless. In addition, it falls a prey to the destructive influences of natural forces. Iron rusts and wood rots. Yarn with which we neither weave nor knit, is cotton wasted. Living labor must seize upon these things and rouse them from their death, change them from mere possible use values into real effective ones.

Under these conditions, which Mr. Stuart himself has given, is not the capitalist absolutely dependent upon the beet grower for his beets and upon his workmen in the factory for their manufacture into sugar? Again is he not absolutely dependent upon the sugar for his bounty? Before he can get back other returns, he must sell his sugars. Mr. Stuart must suppose the beet growers and the laborers in the factory are imbeciles, if he thinks under such conditions they cannot command their just proportion both of the bounty and of the market price of the sugar.

Suppose the market price of sugar will justify \$4.00 per ton and the capitalist says I will only give \$3.50—with the intention of pocketing the difference—as an extra profit or fleecing. The farmer would drive back to his farm and feed his beets out to stock, and with his other provisions raised in his garden, wait. What capitalist would be such a fool, under such conditions, as to refuse the grower his share of the bounty and the full market price for the beets? Suppose, through the idiocy or obstinacy of the capitalistic stockholders, they fail to agree and the forces of nature lay their wasting hand upon the buildings and machinery. Then the capitalist's "surplus value" subject to the wasting forces of nature will speedily become useless and the capitalist will cease to be one.

With the "lendlord abolished" and capital seeking investment without interest (hardly a supposable case, even if Mr. Stuart does allow it) what is to prevent the voluntary coöperation of the farmers and laborers to produce their own sugar, get their own bounty and find their own market? Surely also if they wished they could find other capitalists who would gladly help them for a share in the proceeds.

Under such a condition of affairs as Mr. Stuart so kindly supposes, loan interest, if paid, would be a free bargain between equals; and will even he dare say it would not be just? Whatever profits would accrue would be due to the organizing ability and foresight which assembled the materials for production, conducted the manufacture and placed them in the hands of the consumers. What the undertakers, the organizers, the managers of the manufacturing and of the sales departments and all other grades of labor got, would be their just shares of the total sales. Who could ask more? Whatever returns mere stockholders got under such conditions could be no burden to industry, but simply such a return as industry would voluntarily give for services rendered. What could be more just? Where could exploitation of labor come in? Does not this illustration of Mr. Stuart's show that capital, as he defines it "the accumulation of unpaid labor," would cease to be formed?

Profits under such a condition would no more be robbery than is

the excess of wages over a "bare subsistence," which many wage workers now receive.

The great error in Mr. Stuart's and Karl Marx's "surplus value" theory, lies in ignoring too much the functions of the few who invent, and the few who plan, organize and carry out productive enterprises; and that is where they differ from single taxers.

Single taxers, as I have previously shown, are as much opposed to the monopoly of the various public franchises, national and local, such as railways, pipe lines, lighting and water privileges and banking privileges by the few for their profit at the expense of the masses, as are the socialists?

But they generally claim, and most justly, as I believe, that where the inventor or the captain of industry by his genius doubles or trebles the product of a thousand men, he does that thousand men no injustice but a benefit if he gets a large part of that increase. It is just as much a product of his labor as is the vastly smaller portion of one of that unskilled thousand. That unskilled laborer is the gainer. Under the single tax they both may gain and justice be maintained.

The evil lies not there, but in allowing the captains of industry and others to get control of our valuable vacant or partly unused lands and unrestrained possession of franchises and banking privileges, and also in further fleecing the consumer through unjust taxation. These are the points where the real robbery goes on.

I do not deny but that under complete state socialism similar results might be accomplished, but I do claim that the single tax as embodied in the platform adopted at the national single tax convention in New York in September, 1890, presents a better and safer way, and one more in harmony with human nature and human needs. It opens the way to an enlarged voluntary coöperation in all production which is not in its nature a monopoly, and provides that those industries that are in their nature monopolies shall "be controlled and managed by and for the whole people concerned."

This, I believe, is the wisest and best path to take to inaugurate the era of true freedom, equality and fraternity.

In his closing paragraph he quotes from Prof. J. T. Rogers' *Work and Wages*: "I have stated more than once that the fifteenth century and the first quarter of the sixteenth was the golden age of the English laborer, if we are to interpret the wages he earned by the cost of the necessities of life."

I am pleased that he made this quotation, as it gives me unimpeachable historical evidence that so far as the single tax frees us from the dominion of the landlord, it will raise wages.

That period, as Rogers and others have pointed out, followed the famous *Black Death* which swept away nearly half of the English laborers. The survivors had their own lands on which they could work and they had the employing landlords and capitalists at their mercy, and hence their wages arose to what was an extraordinary amount, so far as mere food was concerned. As they were

without political power, and as that power was vested in the landlord classes, it was used with fatal effect to the wage workers.

Says another investigator of that period, speaking of the results, Gustav F. Steffen, in current number of the *Nineteenth Century*:

Bishop Latimer in 1549 censures the English nobles for being "enclosers, graziers, and rent raisers," who made "dowerless slaves of the English yeomanry."

Scary, Bishop of Rochester, in the year 1551 presented a petition to the king in which he complains that in his part of the country there were only "ten ploughs where formerly there were forty to fifty. Two acres out of three have been put out of culture. Ruined dwellings, evicted husbandmen everywhere to be seen; sheep and oxen destined to be eaten by men, have devoured men," and consequently "thousands in England now beg from door to door who formerly kept honest houses."

Even the statute book bears testimony to the people's wrongs. More eloquently still speaks the peasant insurrection of 1549 suppressed by the aid of foreign mercenaries.

This was the beginning of that long era of exclusive rent policy, when the power of the nobles and the "great men" in parliament assembled and otherwise, was so successfully directed towards swelling of rent. An ever increasing proportion of the nation's output henceforward appears under the schedule rent.

These words give emphasis to this utterance of Karl Marx, which I quote from Prof. Ely's "French and German Socialism in Modern Times," p. 181:

The foundation of the capitalistic method of production is to be found in that theft which deprived the masses of their rights in soil, in the earth, the common heritage of all."

If, then, the single tax frees labor from the dominion of the monopolizing landlord and from the tyranny of the landlord, and frees it from the heavy burden of unjust taxation, do not Mr. Stuart's illustration, the quotations from Karl Marx, and the cold facts from history, and economic laws, all, conclusively demonstrate that exploitation of labor will cease, that buyer and seller, borrower and lender, wage worker and capitalist, will meet on a plane of equality, and that what each will get in the distribution of the product will be his just share of that product? Who can ask more? Who should be satisfied with less?

Mr. Stuart, in closing his sixth article, indulges in an unworthy sneer at the converts to the single tax theory. It is hardly in good taste, especially from one of a still smaller band of thinkers and propagandists in Anglo Saxon countries than are the single taxers.

A large number of earth's ablest and wisest men, statesmen, economists and divines, as well as a great army of obscure thinkers, have, with more or less clearness, seen the wide reaching and beneficent effects of a tax upon land values, and have labored with tongue and with pen to spread the light.

If names are needed let me name John Locke, one of England's greatest philosophers; Turgot, one of the greatest statesmen of France, a man of profound scholarship, and whose devotion to the single tax cause drove him from office and nearly landed him in the Bastille; Thomas Chalmers, one of Scotland's greatest divines, of whom the

Encyclopædia Britannica says, "The dearest object of his earthly existence was the elevation of the common people."

Let me not forget John Stuart Mill, who founded the Land Restoration League of Great Britain, nor Prof. Alfred Wallace, now living, a man whose ability and scholarship are unquestioned; or Prof. Canfield, of a Kansas university, and others, besides Henry George and Dr. McGlynn, whose names are widely known and whose intellectual abilities are unquestioned.

No single taxpayer need blush as he goes over the list nor allow his zeal to flag for fear there are no great thinkers with him. But, even, if he alone saw the truth, he should speak and not remain silent.

Nineteen centuries ago the great Gallilean peasant sealed the doctrine of the Fatherhood of God and the brotherhood of man with his heart's blood. In the centuries that have rolled by, a constantly increasing army of faithful ones have sought to realize his dream with limited but increasing success.

Two centuries ago John Locke laid the foundations of the single tax in philosophic thought. No single taxpayer, when he thinks of the slow progress of fundamental reform ideas, should feel discouraged. We aim to accomplish in the economic world what the far-sighted Gallilean sought in the spiritual world.

His aim will yet be realized, and so will ours; and there shall yet be a true human brotherhood living under just laws of spiritual, social and industrial freedom.

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#### A PLEA FOR SHORTER HOURS.

In the world there's need for labor,  
Useful effort, fair and true;  
Work is good so let all share it,  
Mine for me and yours for you.  
Rich nor poor, let's have no shirkers;  
Make a world of fellow-workers.

Through the world there's need for leisure,  
Time to think in, time to pray;  
Time for winning health and pleasure,  
Time for wiping griefs away.  
Share the spare time, nor abuse it;  
Teach each other how to use it.

You who slave make others idle  
Thus you work a double ill—  
You are sweated, they are starving,  
They bind you upon the mill.  
Share the work! Rich idlers ride you;  
Whipless, soon they'll work beside you.

Rich nor poor there'll be no shirkers,  
But a world of happy workers.

—*Railway Review* (London).

# MECHANICAL.

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## POSSIBILITIES OF SECURING AN EDUCATION.

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BY THOMAS PRAY, JR.

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The article in JUNE MAGAZINE seems to have stirred up some inquiry at least, and if some of the inquirers are in doubt, or to put it plainly, a trifle skeptical on the means, it is nothing to be wondered at. The fact is, that a man or woman who is in earnest, will find ways to accomplish what is in their way, and it does not matter as to whether it is getting rich or getting an education, if they are sure of their purpose and capable of some persistence.

It is a fact that one of the most capable, as well as one of the brightest, of the American astronomers of to-day is a man who has not had the benefits of a collegiate or university education, and yet he is respected for his numerous and valuable discoveries, as well as for his hard work and unswerving loyalty to his pet science.

This man had a mother of most superior natural ability, she was left a widow when he was a small boy, she had some knowledge and began to teach him Greek, to which he proved not very apt at first. At this time in his life he had to do a day's work first and the studying afterwards; but from Greek he went into elementary mathematics, and from his small earnings he loaned a small amount of money, taking as security for its repayment a package of what, after it had lain for some time, proved, on examination, to be several works on various subjects, among which was one on astronomy; to this the young man took especial interest and at once began to find out what could be done with a very limited apparatus, consisting mainly of a pretty old and hard used spy glass. But the seed had been planted, he had become interested in one thing, and that was the study of the stars. The way he had, but not the means. Then he took up the study of optics, and found out how to make lenses. To do certain things necessary, and with almost no means, as far as money went, he commenced the construction of a very modest telescope—and he also earned the money to pay for it as it progressed, so far as he, with his own hands, could not do the work. After months of working and waiting he had it finished, and in a few nights after he sat it up and commenced to look for something, he astonished the men who had been supplied with everything they would or could wish, by discovering what had not been seen by them, and on looking in the direction he had suggested, they found his first addition to the numerous family. But this did not turn his head; he had begun to be interested in what might lie beyond, and at once commenced a systematic search to make certain on some points that were at that time being discussed in the circles of scientific or professional astrono-

mers, and it was not long before he made another discovery that somewhat startled them by its accuracy and importance. This was all done under very discouraging circumstances, but he was persistent, and after his second find he began to be sought out, and it was not long until older men in the science gave to him an opportunity to enter into an observatory and to gratify his desire to know what did lie beyond the vision, as then considered. It took him some time to get familiar in his new position, and he tells some happy stories to his friends as to his mistakes and experiences at that time. But he soon gave his friends a greater surprise, for it was one of the satellites of a very distant planet that he captured next; and it was so carefully and accurately done that his critics of previous record now came to look at his work as of no mean order. But his work was not done yet and his next effort was a complete surprise again, for this time it took an entirely different scope, and he is now one of the eminent men in his line, of the world, and he is in the work in the finest equipped observatory in the world and is considered as one of the highest authorities, one of the most persistent workers, and one of the most modest of them.

What this man could do, almost without means, and with his task to do to earn his bread before there was time or means to study, and then to study nights and watch the stars, and so, step by step, attain to eminence in a line filled only with men who, as a rule, have the most polished education possible. To be recognized by them, and respected as well as to be esteemed by them, is only what some of our boys can do if they will.

The way is not an easy one, but as has been said before, when the position is fully attained, the retrospect is pleasant, for it has been earned.

The same way is pursued in mechanics and engineering. It can be done in any of the various branches of study, and it applies to the study of chemistry, which covers nearly every sub-division of the work most interesting and important to our readers; and with the study of these several branches it is easy to take hold of any other and to progress to the limit of human understanding, if, only we keep at the task and climb even one step at a time, for in that way it is sure and we do not look back but a small distance from any one of the places where we rested last.

Cannot a fireman or an engineer obtain a far better understanding of their daily work if they wish to or will? The starting point is the determination to do it, and that being done, then the only sure and easy way to do it, *is to do it*. The advantages are many and frequent; the main purpose of life is to secure money with which to live and care for those nearest to us. The men who earn the cash are those who have had, in one or another way, some education of hand or head, and can do more than the manual work required; men who think out the way to run such a ship as the *Campania*, across the ocean in shorter time and with better results, or to run the *Flyer 20* hours at 49 miles an hour each minute of the time, counting stops;

or the man who thinks it all out and then converts some manager to his way of thinking, and sticks to *one* thing until it is done so well that he can take up another thing and complete it.

Study is as necessary as work; for the man who studies it out first is in a study all the time, and if his mind is bent on something in particular, he is working for effect, but if he undertakes six different things at the same time, he is sure to foul or fail on some, if not on most of them.

The changes of construction in the last few months will call for still other and important differences in rolling stock and in the mechanical department of every railroad in this or any other country; and it will make business as well as money for the man or men who discover new ways of application of power, or means of safety, or certainty in the operation of the motive power and the rolling stock of all the roads with which we are supposed to be familiar, and will be more so with, if only we keep up the studies of the elements as the surest way of commanding familiarity and control of the whole problem.

This is far more important to us as a class, than either politics or taxation, in so far as the argument goes, and is nearer to those for whom we are supposed to be laboring day by day; but while we need not entirely discard the functions of the citizen, we are, in many ways, more expected to be secure in our position and relation, each one, as the head of a family who are utterly dependent on us and to whom our first duty and best efforts are due; and if we fail in this we are not doing our duty to those who are not capable of attaining their proper place in the economy of the natural, but are forced into an inferior position all their lives by our neglect, lack of ambition, or, shall I say, in too many cases, our vicious appetites, or our disregard of our sacred promises.

I am aware that this is not, in its essentials, a mechanical article, but is it needed or called for; will it be in place, and will some one be encouraged to take a new grip on the life as it is, perhaps, being lived? What are the requisites for this, is not easy to say, on the old principle that it is easier to find fault than to suggest a remedy, but it is not easy to say to each man what is best or which will bring the most in cash first, but it is far better to make the highest use of all the time we have, to fit for the unexpected, or to get into trim to do any part of our work better.

Our question box is an utter failure; it is as clear of interest as the ordinary beggar's hat. When he stops playing and passes his hat to the crowd all that can be seen of his listeners is usually their heels.

If our interest, each and all, is in the things that do interest us, would it be so? The mechanical department has seemed to droop for months. Has it no readers who are in full sympathy with making it of interest and of advantage to its whole number of readers? Let us hear from some of them, and why is it so? Who knows? The writer does not.



## HOW EASY IT IS TO BE MISTAKEN.

BY WILFRED P. BORLAND.

Upon reading the accounts of the wonderfully fast time which has recently been made, the thought occurred to me that there are some persons in this country who must now acknowledge themselves mistaken. Not so very many years ago I heard an engineer who is now filling a master mechanic's position, demonstrate, for the benefit of a circle of admiring friends, the impossibility of attaining a speed of even sixty miles an hour with the present type of locomotive. He laid down the proposition that it was an impossibility to build a locomotive that would turn a six foot wheel fast enough to develop a speed of sixty miles an hour without making a radical alteration in design of both boiler and running gear; and he proved it, too, to the complete satisfaction of his auditors. He said that those people who told stories about running a mile a minute were "loco'd;" they didn't know what they were talking about. Yet the New Jersey Central's 385 has a well authenticated record of ninety-seven miles per hour, and this with a six foot six wheel, and without any radical alteration in design of either boiler or running gear. The New York Central's 999 has a seven foot two inch wheel, and her record of one hundred and two miles an hour is not so well authenticated. But it is quite probable that she attained a speed of at least one hundred miles an hour, and the fact remains that she is constructed after the same general principles as prevailed fifteen and twenty years ago. I think my friend would now admit that a sustained speed of sixty miles an hour is within the possibilities, even with a six foot wheel and a defectively designed locomotive. Doesn't it beat all, that master mechanics will keep right on building locomotives which violate all correct mechanical principles after all the warnings of the "hammer blow" experts?

What a fearful blow must the 999 have delivered to the roadbed while running at a speed of 100 miles an hour? Why, if what the "hammer blow" experts have told us is correct, this engine ought to pound the track and bridges into smithereens; but I haven't heard any complaint about her being unduly hard on the track, and, upon the authority of *Locomotive Engineering*, she rides like a drawing room coach. Isn't it just possible that the "hammer blow" is a good deal of a myth, and that the experts are mistaken?

The new association of traveling engineers appears to be getting right down to business. This association is composed of men who are familiar with the practical details of the service, and who are in a position to introduce methods which will be of vast benefit, not only to the companies they represent but to the engineers and firemen as well. One of the subjects which will come before the association at its annual meeting, which will be held in Chicago, Sept. 12th, is "How can traveling engineers improve the service when en-

gines are double crewed or pooled?" The committee which has this subject in charge have issued a circular to all members of the association, which requests answers to questions that will no doubt bring out all the good and bad features of the chain gang system. One of the questions contained in this circular is interesting, as indicating a disposition on the part of the traveling engineers to pay some attention to a matter that has been altogether too much neglected heretofore. Question No. 9 reads:

● On double crewed engines do you try to place men on opposite turns on the same engine, that are friendly and work in harmony with each other?"

The debates which will take place at the annual meeting will certainly be highly interesting. If the traveling engineers succeed in doing nothing more than the introduction of orderly methods into the chain gang system, they will have accomplished great good for enginemen. Long live the Traveling Engineer's Association!

The master mechanic's committee on compound locomotives did not make as favorable a report for the compound locomotive as its many friends could wish. In fact, their report is quite indefinite and ambiguous; it is made up of truisms and indefinite statements which in no way tend to settle any of the points in dispute between the advocates of two styles of locomotives. The committee's report stated the following conclusions:

1. The compound is suitable for a variable class of freight service.
2. Its range of economy in such service is fully as wide as that of the simple.
3. Its increased coal economy over the simple in the average freight service of the country will be found to lie between 10 and 15 per cent. when in good running condition and handled with intelligence.
4. A well designed compound should not be more difficult to keep in a serviceable condition than a simple; that is, its regularity of performance should not be less than the simple.
5. The four cylinder compound will cost more for valve oil than a simple.
6. The running repairs of a four cylinder compound will be somewhat more than for simple; for a two cylinder compound they should not be more; the final comparison for repairs is undetermined.
7. The net running cost of a compound will be less on many roads than of simple, the figure depending upon the design, cost of fuel and other local conditions.
10. In passenger service the availability of the compound is undetermined.
11. Complicated designs of compounds are not likely to prove successful or economical. The prevailing forms of starting valves in use in this country are especially noted as being too complicated—certain valves employed abroad seem to have more commendable points.
12. Attention is called to the necessity of long time tests and averages of a considerable number of exactly similar engines of both types to properly establish the status of the question. In such tests the influence of higher pressure for either type should not be allowed to complicate the results, as the effect of the highest modern steam pressure on economy of the simple is undetermined.

Mr. Vauclain, of the Baldwin Locomotive Works, criticised those conclusions. Speaking for the compound advocates, he said:

We consider the compound suitable for all classes of freight service. We have them working in freight service from the light type to the very heavy de-

capods, weighing 200,000 pounds. We have reports from the railroads that both the light and the heavy engines give satisfaction. We have found where the simple engine has been compared with the compound that the harder you work the engines the higher the rate of economy in favor of the compound.

Speaking of fuel economy, he stated that 10 or 15 per cent. is the minimum of fuel economy that any compound engine of any type of two or four cylinders would probably effect in average freight service. He said:

We think the average of the fuel economy should not fall below 25 and 30 per cent. We have known it to reach far beyond that. On heavy grades with heavy engines the economy has reached as high as 44.9 per cent.

As to the passenger service, he stated that many of the high speed passenger trains in the east were hauled by compounds and the engines showed economy. He instanced the fast trains on the Philadelphia & Reading between Philadelphia and New York, and the Washington limited on the B. & O.

President Hickey, in the course of his annual address, paid his respects to the compound as follows:

A superficial view of the principles of compounding properly applied would appear to leave little if any doubt of its success. Additional machinery, however, involving an increased number of parts, enhancing the first cost and of necessity adding to the cost of maintenance, are essential questions when considering the policy of the introduction of compound locomotives. However, experience in practical tests with the compound engine, particularly where her dimensions were adapted closely to the work performed, has been so satisfactory and so productive of expected results that a continuance of these principles, as a matter of economy, is worthy of the highest consideration.

There can be no doubt but the compound has come to stay; it is in the order of development, and such disadvantages as at present attach to it will certainly be overcome. The electric locomotive is the only rival the compound needs to fear.

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## VARIOUS TOPICS.

BY WILLIAM WEILER.

The wear on the guide beams of locomotives is equal, in theory only, on those which are run as much backward as forward, such as drill or switching engines, or some of the suburban traffic engines or those on the elevated roads which are designed to run in either direction, indiscriminately. But on locomotives which are run habitually in the forward direction, a little observation will at once show

that the most of the wear will be on the upper guide, if a double guide is used, or on the under side of a single side beam. For instance, while the pin is above the center of the axle the steam will be behind the piston pushing it ahead, and the natural result is, that the piston rod will try to assume a straight line between the piston and the pin, and as the pin is above the cross-head will bear up hard against the surface opposed to it in that direction. Again, while the pin is below the center the piston will have the steam in front of it shoving it back, and the main rod receiving the thrust and being below the center, will naturally lift the cross-head up and again put the wear on the same surface as before. On a locomotive running backwards the wear comes on the opposite side, as the pulling and pushing action of the steam and main rod are then reversed, and in each instance will place the strain on the opposite surface.

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All the wedges used to hold the driving boxes of a locomotive in place, are held in their relative positions by means of the wedge bolts and set screws, and thus they do not move, but may be called "stuck" to the engine frame at all times; indeed, they are a part of the frame, and if it were not for the idea of being able to take up the lost motion caused by the rubbing of the boxes on the frame, wedges would not be needed, and the boxes would then slide up and down between the jaws of the frame. As the inequalities of the track cause the boxes to slide up and down in the space allowed them between the wedges, it is really a misnomer to say the wedge is stuck, when it is the box that has become fast between the wedges. A box may stick by not getting a proper amount of lubricant or by the introduction of sand or some gritty substance, and in some cases they are stuck by the over-careful engineer, who lines up the wedges so tight as to give the box no room to slide up or down. While it is right and proper to have sufficient room to allow of sliding up or down, there should of course be no lost motion backward or forward as that would introduce a "pound," which is an abomination to the watchful engineer, who is ever on the lookout for them, and uses every means to have as few of them as possible. Instead of saying "the wedge is stuck," it would be more proper to say, "the box is stuck."

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The so-called heater-cock of the Monitor Injector, is at the overflow pipe, and according to the instructions sent out by the makers, should be left open when the injector is working; nevertheless, it is a fact, that after you have started a Monitor, and it is working in good order, you can close the heater-valve and the injector will work right on, throwing its full stream of water into the boiler. This is easily accounted for when you understand that this heater-cock does not close the passage from the injector to the boiler, but simply closes the overflow pipe. On the Mack Injector the same cock is lo-

cated in a branch of the injector away from the main line of the stream, and according to common practice, it is always left open, except in cold weather, when it is necessary to turn on a little steam to keep from freezing up; but the Mack Injector will work, and apparently, just as good, with the cock shut as with it open, but neither of them can be started with that cock shut. A little experimenting with the valves in different positions will soon give an insight into the internal construction, even if you cannot have access to any of the many sectional models sent out by different makers of injectors, and many dark points will become light under the searching eye of investigation.

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The piston power of an engine is the area of the piston multiplied by the average pressure on the piston during the stroke. A 12 inch piston would have an area of a little over 113 square inches, and with an average of 100 pounds, would have a piston power of 11,300 pounds, or it would raise that weight if it was placed upon the piston. A 15 inch piston has over 176 inch surface, and, with the same pressure, would raise over 17,600 pounds, while the 18 inch piston would have over 254 inches, and would raise 25,400 pounds with the same pressure. As will be noticed the piston power of the engines differs in proportion to the size and the pressure used on them, and it also forms the first factor in getting at the horse-power of engines; the other factors being the stroke and the number of strokes per minute, or, in other words, the speed at which the power is used.

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## AN INJECTOR EXPERIENCE.

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MR. EDITOR:—Having noticed some questions in regard to working injectors with low steam pressure, which have recently appeared in the MAGAZINE, I wish to relate a circumstance which occurred to me a short time ago.

Our engine died with us out on the road, as luck would have it, at a water station. We had a No. 8 Monitor injector, in perfect condition, tank-valves and hose air tight; we had thirty pounds of steam. My engineer put on the injector and filled the boiler easily, but I think this was due partly to the weight of water in the tank. The top of tank on our engine is six inches higher than the injector, and when tank is full there is a constant leak from the waste pipe of injector. The thirty pounds of steam did not last long, but the

injector continued to work until the water in the tank fell below its level. I would be pleased to hear from Mr. William Weiler and others on this subject.

*W. J. Edwards.*

ALLEGHENY CITY, PA.

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### CLINKERS.

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Probably the most degenerate and disgusting specimen of humanity in existence, is the sycophant; he is to be met with in all the vocations of life, and the railway service is not free from him.

It is impossible to find a single admirable trait in such characters. We may find some redeeming features about the most cruel and blood-thirsty characters in history and fiction, but the Uriah Heeps excite in us only feelings of loathing and disgust.

If there is any difference between the man who sells his manhood for the sake of currying favor with his superiors, and the woman who sells her virtue for a dollar, it is by long odds in favor of the woman; and when it comes right down to business, the latter is more respected by the world at large.

There are big sycophants and little sycophants; those who adopt sycophancy consciously and who make a paying business of it, and those who adopt it unconsciously, simply because they are built that way. These differ only in degree and are all alike reprehensible to those who respect true manhood.

Those who use the sycophants to accomplish some base end, hate them in their hearts; even while accepting the results of their prostitution, there are only feelings of contempt for the prostitute, and when it comes to choosing between the sycophant and the honorable man, the former will have to walk the plank every time.

In railway parlance, those characters are known by the suggestive name of "suckers;" this title is used rather indiscriminately at times, but we all know the withering contempt with which the person who has once received this appellation is regarded, whether he be a fireman who attempts to cultivate the roundhouse foreman with a pocket full of cigars, or an engineer who tries to stand in with the master mechanic by the distribution of more substantial favors.

If I were asked to give any advice to a young fireman, or any young man just starting in life, I think I should begin by saying, "for God's sake, and your own sake, and the sake of your friends, don't ever let anybody suspect you of sycophancy; don't ever give any one a reason for calling you a 'sucker.'"

# WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER, INDIANAPOLIS, IND.

## THE COLLEGE BRED WIFE.

When we confront the condition of 40,000 women in the colleges of the United States; the High School graduates of the whole country composed of a large majority of girls; clubs for every species of literary culture among women keeping pace with the increase of population; a Chautauqua circle at every cross roads, and university extension absorbing all the women who are left, we begin to ask ourselves the question, what is to be the result of all this "culture," from a domestic standpoint? It is too late to talk about the size of women's brains, their capacity for higher education, and various speculative topics that strained the massive intellects of the men of the last generation. Whether women can do certain things or not, has been answered in the language of the client to his lawyer—"they hev." Of course it will result in making out of some of them lawyers and doctors and ministers and editors and professors, but the vast majority, who will marry because it was so ordained in the beginning of the world, how will this radical departure from the old methods of training affect their domestic life?

Naturally this question resolves itself into one of matrimonial possibilities. Woman is always first considered as a probable wife and mother, afterwards as a member of society, of church, of state, if you will, but first as a candidate for marriage. In men the situation is reversed and the last thing that is thought of in their training is the effect it may have upon them as husbands and fathers. That may be one reason why they are so frequently a failure in this capacity. Both should be educated with a view to this highest and most important relation of life, therefore it is just and proper that we should inquire, what sort of wives and mothers are these colleges turning out? One point may be considered as settled, *i. e.*, that the educated man of the future will require a cultured wife. Ignorance will be looked upon hereafter as a reproach, if not as a disgrace. The next generation of men will demand strong minded women, indeed the weak-minded variety is at a discount with the present generation. There was a time, not a great while ago, when the vast majority of women were uneducated. It was taken as a matter of course that the most brilliant men of the age should have wives who were totally inferior to the husbands in intellect. A man was proud of his wife if she were beautiful and attractive, satisfied if she kept house properly and looked after the physical welfare of the children. This, practically, was all that was expected of her, and men of the finest mental culture were not ashamed of wives who knew only the

rudiments of the common branches, who had not read a book or newspaper since their marriage, and whose conversational powers were limited to matters of the kitchen and nursery and to neighborhood gossip.

We are already so far away from that condition of affairs as almost to believe that it never existed. The well-read and well-bred man of to-day is overwhelmed with mortification at a blunder on the part of his wife which shows an ignorance of current events or a lack of education; while, on the contrary, his face beams with pride when she shines in conversation and he can present his friends to her with the assurance that she will entertain them in such a way as to reflect great credit on his choice of a companion. He is by no means satisfied that his guests shall find the coffee clear, the biscuits light, the steak nicely broiled—and an ignoramus presiding over the table. Of the two he would prefer that the food should be not quite so appetizing and his friends so delightfully entertained as not to be aware of the deficiencies. But, fortunately, the modern wife is both an educated woman and an accomplished housekeeper, and the modern husband is proud of her to a degree that was unknown to his ancestors. He will take pains to tell you where his wife graduated and also to inform you that his daughters all are to go to college. Fathers now take it as a matter of course, that it is as much of a duty to select a first-class school for their girls as for their boys; or, rather are they apt to leave the whole matter to their wife “because she knows so much more about these things.” The average husband wants his wife to belong to a club and to fill the offices. He wants her to be recognized in the various organizations that spring up for the good of the community and is offended if she is left off of the committees. In fact he is very nearly as proud of his wife's achievements as of his own, which is putting the case very strong, considering his traditional selfishness and his long usurpation of the honors and emoluments.

The unmarried men, also, are beginning to take account of her education in making an inventory of a young woman's stock of attractions. There is one species who fight shy of the educated girl because of an uncomfortable consciousness of their own inferiority; but the brainy young man, a graduate himself, will declare with much satisfaction that his sweetheart is a Wellesley girl or a Vassar girl or a graduate of the High School. He goes to hear her graduating essay and lays his heart with his flowers at her feet. He marries her and finds an intellectual companionship which grows stronger with the passing years and the trying vicissitudes of life. Occasionally, however, the man of brains is so captivated by a beautiful face or fascinating manners as to wed a girl who is without mental attractions, with the result, usually, that, after the superficial charm has departed, he turns elsewhere for mental comradeship.

This is the day of clever women. When John Stuart Mill said no man wished to find an equal at his fireside, he did not foresee the present conditions. It is the destiny of the vast majority of women to marry and it is of vital importance to the race that they shall be



competent wives and mothers. The home with an inefficient mistress is such only in name. It does not lie within the power of the husband to supply her deficiencies. There was a time when it was an essential qualification of a wife that she should know how to spin and to weave and to make the cloth into garments for her husband. She must understand how to brew and to cure meat, to make lard and soap and candles and carpets and practically everything that her family used. All of this knowledge now would be utterly useless. The demands upon the modern woman are equally as important but of an entirely different nature. That she is fully equal to them is shown by the well managed households of the present time. Men still, occasionally, sing the song of "how my mother used to cook," but they would not exchange the homes of to-day for those of the olden time, even though the imperfections of the latter are seen through the rose-colored mists of memory. Under the new dispensation we have come to understand that science is nowhere more needed than in the household. The woman of broad intelligence must, in the very nature of things, be most capable of dealing with the complex requirements of housekeeping, the questions of hygiene, of sanitation, of healthful cooking, of correct dress, of finance. We must renounce entirely the old theory that as women become educated they grow away from these things, and that they make good housewives only as they are kept in ignorance of outside matters. Man should never lose sight of the fact that the woman he marries is to be the mother of his children, and that, not only will she be largely responsible for their rearing, but also will transmit to them, through inheritance, many of her own qualities. It is held that sons, especially, are apt to resemble the mother. It is at once manifest how vitally important it is that this mother shall be possessed of fine mental vigor and shall have had a thorough intellectual culture. It will be found that the discipline of an education has prepared her, as nothing else could have done, for a wise training of the physical, mental and moral natures of her children. When they grow older she will not have to abdicate her reign because they have gone beyond the narrow limits of her knowledge, but can go with them to the threshold of their college life, can sympathize and counsel with them through all its varied experiences and can command their unqualified respect for attainments equal or superior to their own.

As age comes on, when the duties as master are ended and the household no longer makes its demands, the woman of intellectual tastes may drink from a never-ending fountain of enjoyment. She need not suffer from that keen sense of loneliness which comes to the old when they feel that their early companions have passed away and that they are no longer necessary to those of their own family; but she may renew her youth and her interest in life in the reading of her favorite authors or the current literature of the day. Considered entirely apart from its business and financial advantages, and only in regard to its influence upon women as wives and mothers, there is an overwhelming weight of testimony in favor of the higher education.

## WOMAN'S RIGHT TO WORK.

Labor statistics show that in New York city more than 100,000 women are working for wages, and that *three-fifths of them support whole families!* In a dry goods establishment there, recently, it was proposed to reduce the wages of the women in order that those of the married men might be raised, but upon investigation it was found that the number of persons supported by the single women was greater than the number supported by married men, and the reduction was not made. What is true in New York is true in other cities and towns, and such investigations as the one mentioned above show the great injustice of the complaint that women should be crowded out of the field of labor because they are lowering the wages and taking the places of men.

The address of President Bertha Honore Palmer, at the opening of the Women's Building at the World's Fair, was remarkable from two points of view: 1st, because of its liberal and independent spirit; 2d, because of its eloquent plea for working women by one whose whole life has been passed in the atmosphere of luxury and leisure, which is possible only to those of great wealth. A few weeks ago, when I stood in her beautiful home, one of the most elegant in the United States, I thought "It means a great deal when the mistress of such a home is willing to go down town every day for a year to an office and work as diligently and unceasingly as Mrs. Palmer has worked to promote the interests of women. It means something when in every address she has made she has championed the cause of the workingwomen. It signifies that the chasm which the agitators would have us believe exists between rich women and poor women is not so deep but that it may be spanned by sympathy and helpfulness."

She says: The cry which exists among conservative people that the sphere of woman is her home; that it is unfeminine, even monstrous, for her to wish to take a place beside or to compete with men in the various lucrative industries, tells heavily against her, for manufacturers and producers take advantage of it to disparage her work and obtain her services for a nominal prize, thus profiting largely by the necessities and helpfulness of their victim. That so many should cling to respectable occupations while starving in following them, and should refuse to yield to discouragement and despair, shows a high quality of steadfastness and principle. These are the real heroines of life, whose handiwork we are proud to install in the Exposition, because it has been produced in factories, workshops, and studios under the most adverse condition, and with the most sublime patience and endurance.

In reply to the oft-repeated question whether the advent of women into wage-earning occupations may not have a tendency to destroy the home, she says:

We feel obliged to state that in our opinion every woman who is presiding over a happy home is fulfilling her highest and truest function, and could not be lured from it by temptations offered by factories or studios. Would that the eyes of these idealists could be thoroughly opened, that they might see, not the fortunate few of a favored class, with homes they possibly are in daily contact with, but the general status of the labor market throughout the world

and the relation to it of women! They might be astonished to learn that the conditions under which the vast majority of the "gentler sex" are living are not so ideal as they assume; that each is not "dwelling in a home of which she is the queen, with a manly and loving arm to shield her from rough contact with life." Because of the impossibility of reconciling their theories with the stern facts they might possibly consent to forgive the offence of widows with dependent children and of wives of drunkards and criminals who so far forget the high standard established for them as to attempt to earn for themselves daily bread, lacking which they must perish. The necessity for their work under present conditions is too evident and too urgent to be questioned. They must work or they must starve.

She expresses the hope that through the statistics which the lady managers have been able to collect, and through the exhibit of women's work at the Exposition, public sentiment may be educated in regard to their right to be self-supporting and to maintain others when it becomes necessary. She makes use of the following forcible language, which we depart from our usual condition to quote at length, and commend to our readers:

We observe that there are two classes of the community who wish to restrain women from actual participation in the business of the world, and that each gives, apparently, very strong reasons in support of its views. These are, first, the idealists already mentioned, who hold the opinion that woman should be tenderly guarded and cherished within the sacred precincts of the home which alone is her sphere of action. Second, certain political economists, with whom may be ranged most of the men engaged in the profitable pursuit of the industries of the world, who object to the competition that would result from the participation of women, because they claim it would reduce the general scale of wages paid and lessen the earning power of men, who require all their present income to support their families. Plausible as these theories are, we cannot accept them without pausing to inquire what then would become of all women but the very few who have independent fortunes, or are the happy wives of men able and willing to support them. The interests of probably three-fourths of the women in the world would be sacrificed. Are they to be allowed to starve, or to rush to self-destruction? If not permitted to work, what course is open to them? Our oriental neighbors have seen the logic of the situation far more clearly than we, and have been consistent enough to meet it without shrinking from heroic measures. The question is happily solved in some countries by the practice of polygamy, which allows every man to maintain as many wives as his means permit. In others, etiquette requires that a newly made widow be burned on the funeral pyre with her husband's body, while the Chinese take the precaution to drown surplus female children. It would seem that any of these methods is more logical and less cruel than the system we pursue of permitting the entire female population to live, but making it impossible for those born to poverty to maintain themselves in comfort because they are hampered by a caste feeling almost as strong as that ruling India, which will not permit them to work on equal terms with men. These unhappy members of an inferior class must be content to remain in penury, living on the crumbs that fall from the tables spread for those of another and higher caste. This relative position has been exacted on the one side, accepted on the other side; it has been considered by each an inexorable law. We shrink with horror from the unjust treatment of child widows and other unfortunates on the other side of the globe, but our own follies and inconsistencies are too close to our eyes for us to see them in proper perspective.

Sentimentalists should have reduced their theories to set terms and applied them. They have had ample opportunity and time to provide means by which helpless women could be cherished, protected, and removed from the storms

and stress of life. Women could have asked nothing better. We have no respect for a theory which touches only the favored few who do not need this protection, and leaves unaided the great mass it has assisted to push into the mire. If we now look at the question from the economic standpoint, and decide, for good and logical reasons, that women should be kept out of industrial fields, in order that they may leave the harvest for men, whose duty it is to provide for women and children, then, by all laws of justice and equity, these latter should be provided for by their natural protectors, and if deprived of them, should become wards of the state, and be maintained in honor and comfort.

It will not be easy to answer such arguments as these. Many addresses of a similar nature were made before the recent congress of representative women held in Chicago. The tenor of all was simply, "Give us our freedom, give us only an equal chance." Then, almost without exception, came that other cry, which was tersely expressed by Susan B. Anthony at the meeting of Women's Trade Unions: "The difficulty with the working women is that they have no political fulcrum on which to plant their lever."

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## THE NEW ISSUE.

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A noteworthy event is the passage by the Michigan legislature of a bill extending municipal suffrage to women. It passed the senate by a vote of 18 to 11, and the house by a vote of 57 to 25, and was signed by the governor. It permits women to vote at all city, town and village elections on the same terms as men, except that the women must know how to read and this is not required of the men. Women also are eligible to any municipal office. They have had school suffrage for a number of years in Michigan. Women have now full suffrage in Wyoming, municipal suffrage in Kansas and Michigan, and school suffrage in one half the states. These three states first made the experiment of school suffrage and then extended the privilege. Kansas will submit a constitutional amendment this fall for granting presidential suffrage to women, and there are encouraging prospects that it will be adopted. Michigan is a large State, of nearly 60,000 square miles, and has long been noted for the progressive tendencies of its people. It is the home of one of the largest universities in the country and is distinguished for the general superiority of its educational facilities.

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The newspapers continue to discuss the action of the National Convention of Republican Leagues, at Louisville, in May, in regard to the question of woman suffrage. Thirty-eight States were represented by 600 delegates. President Clarkson in his opening address expressed himself unequivocally in favor of woman suffrage, and

the sentiment was greeted with prolonged applause. Forcible arguments were made by Mrs. J. Ellen Foster and by the delegate from Massachusetts, Henry B. Blackwell, husband of Lucy Stone. A strong equal suffrage resolution was unanimously referred to the committee on resolutions. It was not expected that anything so radical would be adopted, but the committee reported the following substitute:

We recommend to the favorable consideration of the Republican Clubs of the United States, as a matter of education, the question of granting to the women of the State and Nation the right to vote at all elections on the same terms and conditions as male citizens.

This resolution was adopted by a vote of 375 to 185. The comment of the various Republican papers is amusing. Some of them declare that this action must be accepted as an endorsement of the principle and proceed to support it by strong words of commendation. Others make haste to insist that it was a mere complimentary concession to the friends of the measure and meant nothing. In the near future when it shall become a party issue it will be highly edifying to watch the gyrations of these papers as they try to get in line. The more astute of the practical politicians read the signs of the times, and in the Democratic party we find such men as President Cleveland, Governor Flower and Senator Hill showing a favorable attitude toward this question. The *Daily Truth*, of Scranton, Pa., puts the case clearly when it says in regard to this resolution:

It is significant, because it shows that—however much silly-minded men may laugh over the question in legislatures and elsewhere—the men who lead in statecraft and can read the signs of the times recognize the fact that women are quietly getting ready to accept the responsibility for the progress of the body politic in right directions. The more they work for reform and civilization the more clearly they see and more deeply feel how much of their best work and its results is blocked and ruined by politics as managed exclusively by men. The women who have cared nothing for the suffrage as a personal right or a personal privilege will soon move forward to demand it as the means of doing the higher work of the world which rests largely in their hands. When they demand it they will surely have it. The politicians who see this first are the ones who are wise.

As was predicted, the effects of the World's Congress of Representative Women are beginning to manifest themselves in the altered tone of the daily press. Nowhere is this change of heart more manifest than in the *New York Sun*. For many years it has been most bitterly unfair and unjust in its attitude upon the question, declaring everything and predicting everything without any regard for the veracities. In commenting upon the Congress it says that it was "a monster woman suffrage meeting;" that "the veteran woman suffragists were the heroines of the great gathering," and that the emancipation of women has not made them less feminine, but that "never before were they so beautiful, so lovable, so companionable as to-day," and whenever women adopt the fashion of wearing the little, yellow ribbon, emblematic of woman suffrage, it shall be our badge also." There has not been a greater conversion since that of Saul of Tarsus.

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## SOME LABOR LEADERS.

"Tell the truth though the heavens fall" should guide men when they write either obituaries or biographies. In labor literature, nothing nowadays is more common than to estimate the status of labor by quoting the sayings of labor leaders, whether they be genuine or *pseudo* leaders, and, generally speaking, little effort is made to make distinctions. This hesitancy, the outgrowth of timidity, to use no harsher term, is to be credited with many of the ills which have fallen to the lot of labor, and failure to be less than honest and truthful has led to numerous discomfitures in the past, and, if not corrected, will be fruitful of disasters in the future.

The conscientious writer of labor affairs, in surveying the field, is forced to the conclusion that the wrecks which labor bemoans, the factions which have been created, the envies and jealousies that blotch its record, are to be traced directly, in a vast majority of cases, to unfortunate leadership. This, intelligent workingmen see and know, they realize the peril of the misfortune, but fearing "hard feelings," permit the wrong to proceed, while the enemies of labor, taking advantage of the lack of courage exhibited by organized labor, perfect their schemes for its overthrow.

Were it required, we could here point to numerous disasters which have overtaken organized labor, from which it has never recovered, having their origin in the misfortune of incompetent leaders, supplemented by faction, envy and jealousy to an

extent that resulted in utterly destroying organized labor on one of the greatest railroad systems in the country. And, in accounting for the calamity, everything that could be suggested has been made to do duty, except the one thing which was really responsible, the utter incompetency of the leaders of the factions.

And yet, paradoxical as it may appear, such deplorable results grow out of what is termed "fealty to organization," and hence fealty to the chosen leaders; a fidelity which, while accounted a crowning virtue under certain conditions, becomes to the last degree, vicious when it blinds men's eyes to real dangers, and sacrifices all that is good in organization for the sake of "downing" some other organization, forgetting that that sort of internecine war, by which one organization triumphs over another organization, not only defeats both, but strikes a deadly blow at organization as a whole.

The organization of railroad employees has been going forward for more than a quarter of a century. The great work was begun by

WM. D. ROBINSON

in the ranks of locomotive engineers. The great army of railway employes has not, so far, produced his equal. Tried by any recognized standard, he was really a great man. He was a seer, gifted with prescience to a remarkable degree. No man of his time saw more distinctly than did Wm. D. Robinson, coming events in railroading. He saw with prophetic vision the net work of tracks and systems that were to embrace and cover the country. He knew the ever increasing responsibilities that were to devolve upon men who were to have charge of the trains. He saw the outcroppings of the dominant idea of corporations to maintain the wages of their thousands of employes at the lowest point practicable, and he knew, if this mercenary policy was to be overcome and railroad trainmen were to secure their rights, it must be through organization, and he resolved to devote his life, strength, energies and capabilities to the task. In summer's heat and winter's cold, in storm and shine, through evil and good report, in poverty and want, and with increasing infirmities, this magnificent man, accepting toil and privation as the heritage of pathfinders and reformers, always expanding to a noble stature he went forward, leading locomotive engineers to a higher plane, gaining footholds upon rugged and treacherous acclivities, and holding his ground against all enemies. And this first Grand Chief of the Brotherhood of Locomotive Engineers, now with

"eternal sunshine settling on his head," made it possible for Mr. P. M. Arthur to occupy his present position as grand chief.

In the nature of things in the eternal verities of order, it must be right and proper to place Wm. D. Robinson, the first grand chief of the Brotherhood of Locomotive Engineers and P. M. Arthur, the present grand chief of the order in juxtaposition, and attempt a parallel—a comparison.

In common parlance, we say, W. D. Robinson is dead, and that P. M. Arthur is living—but, great men, like kind words never die—a good example is immortal. It warms into more vigorous life under the sunshine of prosperity, and fortunately, no Siberian winter is cold enough to wither its bloom. A good example never wears the wrinkles of age, no rust corrodes it, nor does moss gather upon it. In the night of despondency and gloom, that comes to all, great, generous loving words are as melodious as the fabled music of the Spheres, and a good example glows like a star of the first magnitude in the firmament of hope.

Of all the hosts of employees in the railroad train service of the country, P. M. Arthur has been the chief beneficiary of Wm. D. Robinson's pioneer work. Mr. Arthur says he began railroading as a "wiper," a position of the least possible consideration—and he further says, he has been a member of the Brotherhood of Locomotive Engineers from its "birth." If he tells the truth, which he doubtless does, then he was a pupil of Wm. D. Robinson, followed in the track the great leader and Grand Chief blazed out through a wilderness of doubt and anxiety, which, in a noble nature, would inspire sentiments of the profoundest gratitude.

When Wm. D. Robinson, in infirm health, the result of work, sacrifices and persecution in the service of the brotherhood, was reduced to poverty, what could have better stamped P. M. Arthur with moral greatness, largeness of soul and warmth of heart, generous impulses, Christian charity and fraternal fellow-feeling, than to have done all in his power to mitigate the misfortunes of Wm. D. Robinson and smooth the pathway of his declining years? Did he do this? No! Why not? Was P. M. Arthur poor? No! Men living in Cleveland, Mr. Arthur's home, estimate his wealth at not less than \$300,000—and it is believed by some, well equipped to make estimates, that his fortune will reach \$500,000. How has he managed to accumulate such a fortune? He is on record as saying that when he entered

Cleveland, he was "without a dollar." His salary, since 1874—nineteen years, may be said to have averaged about \$4,000 a year—and yet, according to the lowest estimate, he has been able during the period, to lay by an average of \$15,789 a year. Hence it is seen, if Mr. Arthur refused all pecuniary aid to Wm. D. Robinson, it was not because he did not have the means. While Wm. D. Robinson, who made it possible for P. M. Arthur to be grand chief, control the funds of the brotherhood, without giving bond for the administration of the trust, lives in a palatial residence, on an aristocratic avenue, and rolls along the streets in an elegant equipage—we say while P. M. Arthur was thus enjoying luxuries secured by his connection with a great brotherhood, Wm. D. Robinson its founder, was suffering the pangs of poverty and privation, but the heart of Mr. Arthur was never touched with so much as a sympathetic thrill for the impecunious old man. Why? Truth is said to be, sometimes, stranger than fiction, and in this case, we are confronted with the fact that P. M. Arthur was not only bound to Wm. D. Robinson by the ties of brotherhood, but, being a professor of the Christian religion, men looked on with amazement as they beheld P. M. Arthur withholding the smallest pittance of relief—exhibiting a heart as callous as adamant, dead to all appeals for relief—cold as ice and as relentless as a scourge—making the obligations of brotherhood, and the professions of Christianity things to excite derision and loathing.

True, it may be said, some men are "built that way;" whited sepulchers, pharisees, who make long prayers, to be seen of men, but who practice duplicity for the sole purpose of making money; become so selfish and callous as to be scarcely aware that they are loathed by all honest men. Such characteristics might be treated with the silent scorn they merit and passed by in silence, but when P. M. Arthur, availing himself of the privilege of Grand Chief—a position for him made possible by the sacrifices of Wm. D. Robinson—turned upon the unfortunate man when he was on his death-bed, with a tongue as venomous as the fangs of an asp, seeking to sting him to death and make his memory a hissing and a by-word, then it was that every self-respecting engineer and fireman, and every railroad employe that values truth and loathes slander, was bound by the most sacred obligations, to rescue the fair fame of Wm. D. Robinson from the *mafia* clutch of the assassin.

What must be the condition of organized labor in the estimation of its membership,

when a man, claiming to be a labor leader, with the prominence of P. M. Arthur, in nineteen years, manages to accumulate a fortune estimated at \$300,000? What must be workingmen's estimate of a labor leader, who, having accumulated a vast fortune, eulogizes such an implacable foe of organized labor as McLeod, who permits no lodge fire to burn on a great railroad system, and with a ferocity born of relentless enmity and insane hate, attacks organization with a barbarity as inhuman as ever animated a Mohammedan, in his war upon the Cross, and at the same time hobnob with Chauncey M. Depew, president of a great railroad system, who hies away to Europe to witness the "Passion Play;" to bemoan the treason of Judas Iscariot, the implacable savageness of the High Priests, and the merciless edict of the Roman ruler, while his satraps hire Pinkerton thugs to murder workingmen on the N. Y. C.

That P. M. Arthur, Grand Chief of the Brotherhood of Locomotive Engineers, is rich, is universally admitted. That he was as poor as the fabled "church mouse," or the equally renowned "Job's turkey," when he became Grand Chief, he has admitted, by saying that when he entered Cleveland he "hadn't a dollar." Workingmen, organized or unorganized, have no objections to see a fellow-toiler accumulate money, but when a labor leader amasses a fortune of \$300,000 in nineteen years, they wonder how he managed to accomplish the transition from poverty to wealth. If it is asserted that the methods employed were honest, doubts arise and multiply until the mind is filled with uncertainties and suspicions take the place of confidence; and when the rich labor leader invests a portion of his wealth, as is asserted of P. M. Arthur, in such a rat publication as the *Cleveland Leader*, a paper that denounces organization, and as late as June 30, remarked:

The boastful leaders of organized tradesmen are wont to prate of their power, and many timid politicians have been led to believe that sure defeat awaits the public servant who fails to obey the commands of unionism.

Such paragraphs, though, in themselves, contemptible, explain why the *scab Leader*, at the time of the Toledo, Ann Arbor and North Michigan strike, was furious in the denunciation of the strikers and of Senator Voorhees for taking prompt action looking to the determination of the question, whether, under any law of the United States, railroad employes, by a decision of a Judge, could be reduced to a part of the rolling stock of a railroad. And it is just here that the fact is asserted that P. M. Arthur, the labor leader, and Grand Chief of the Brotherhood of Locomotive Engineers, has

used a portion of his great wealth to maintain a scab plutocratic newspaper, that plays into the hands of the McLeods, Carnegies, Corbins and others, who seek, by every means that wealth can employ, to obliterate lodges and disrupt labor organizations.

We write of P. M. Arthur as a labor leader—as a labor leader of great wealth, accumulated in the short space of nineteen years, reaching the grand total of \$300,000. We write of him as displaying his great wealth in a palatial home, on an aristocratic avenue in the city of Cleveland. We write of him as the eulogist of plutocratic employers of labor, whose favor he seeks by the most disgusting flunkeyism; we write of him as investing his surplus wealth in a rat newspaper which, under his own nose, omits no opportunity to stab organized labor, nor sparing the organization with which he, as Grand Chief, is connected.

As a labor leader, Grand Chief Arthur is the only one within the range of our reading or knowledge who has grown up into the plutocratic class. He is the only labor leader who uses any part of his money to maintain a *scab* newspaper that is the avowed enemy of organized labor and the apologist and defender of those who would if they could crush organized labor.

For Grand Chief Arthur, personally, we care nothing. In the ranks of the Brotherhood of Locomotive Engineers there are a thousand if not ten thousand men his superior intellectually, men, who if asked to enter into bond for the faithful administration of trusts committed to their charge, instead of threatening to resign if the request was urged, would either resign or give the required security, who would rather pluck out their palpitating hearts and throw them to the dogs than to use their positions to grow rich while thousands of tramp engineers, with families dependent upon them, know not where nor how subsistence is to be obtained; men, who, were they Grand Chiefs, and, therefore, labor leaders, would rather live in a humble cottage than a palace, knowing that their fellow-workmen were forever wondering how they got their money; men who would rather go on foot, without shoes, than to exhibit themselves eulogizing the McLeods, the Carnegies, and other labor robbers, and would commit suicide rather than subscribe stock to support a *scab plutocratic* newspaper, and thereby contribute to the demolition of labor organizations.

It was thought, at one time, by statements



made by Grand Chief Arthur, that he was ready to retire. Bemoaning his advancing years, he asked for an Assistant Grand Chief, professing that when he should be fairly drilled for the responsibilities of a Grand Chief labor leader, he, Arthur, would retire. It was a grand opportunity, and Mr. Youngson was promptly elected Assistant Grand Chief. The scheme was adroit, Mr. Arthur secured more time to attend to his accumulating wealth, and now it is given out that he does not propose to retire at all. Perhaps he does not think that Mr. Youngson is sufficiently drilled, that he does not properly appreciate the friendship of such men as McLeod, Carnegie, Corbin, Depew, and the Vanderbilts; perhaps he thinks that Mr. Youngson, in nineteen hundred years, to say nothing of nineteen years, could not as Grand Chief amass a fortune of \$300,000 and make himself popular with plutocrats, and would never subscribe stock to a *scab* newspaper to scalp labor organizations, at any rate, it is now given out that Mr. Arthur is beginning the *indorsement* business, the first act having been played recently at Schenectady, N. Y.

\* \* \*

The "union meeting" was largely attended, and the same programme was introduced. There were the usual welcoming addresses, the usual compliments to engineers who hold the throttle and guide the iron horse—all of which were well enough, but the real nub of the meeting was to *indorse* Grand Chief Arthur. But what to indorse was evidently perplexing. Manifestly, the meeting did not want to indorse the accepted fact that Mr. Arthur had in nineteen years, as Grand Chief, and a great labor leader, secured a fortune of \$300,000. The meeting did not want to "Whereas, Our Grand Chief is now a plutocrat, and subscribes stock in a *rat* newspaper, therefore be it resolved." They did not want to "Whereas, The time having arrived when our Grand Chief contemplates retiring from his great office to seek repose in his palatial residence and meditate upon that kind Providence which has enabled him to grow rich, richer than any other labor leader who ever lived and flourished, therefore be it resolved," therefore just what to indorse was the question, until finally they concluded to indorse "our Grand Chief" in the action he took in the strike on the Toledo, Ann Arbor & North Michigan R. R., when in fact he did nothing at all except what the law compelled him to do, and which his *own scab* newspaper, the *Cleveland Leader* denounced, the intention being manifestly to use this indorsement with others of the sort to be obtained, to urge Mr. Arthur to maintain his position as Grand Chief and labor leader until Mr.

Youngson is sufficiently drilled to take the helm, and it is possible that Mr. Youngson is of the opinion that before the close of the nineteenth century he will be sufficiently drilled, but as long as Mr. Arthur can average about \$16,000 a year by being Grand Chief and labor leader, brother Youngson will have to wait. His hair will turn gray, his eyes will grow dim and he will totter upon staffs before Mr. Arthur will be willing to relax his grasp upon a good thing and retire to the shades of obscurity.

\* \* \*

The resolution of indorsement having been "unanimously" put through, the Grand Chief was presented amidst tumultuous applause. Hats and handkerchiefs waved, and amidst clapping and stamping and yelling Mr. Arthur was introduced to the meeting as "the grand old man of our brotherhood," but if Mr. Jacobs had introduced Mr. Arthur as "the rich old man of the brotherhood," he would have made the hit of the meeting. He could have said:

"Ladies and gentlemen, I now have the pleasure and the honor of introducing to you the grand old rich man, the chief of our brotherhood, who when young commenced his career in Schenectady as a wiper, and now returns to you the richest labor leader in the world, whose fortune is estimated at from \$300,000 to \$500,000. If any one questions his magnificent leadership, I point proudly to his great fortune and say no man could accumulate so much wealth in nineteen years unless he possessed special qualification as a labor leader. In introducing this rich old chief, I desire to call your attention to the splendid example of his life in accumulating riches, and in closing say, let every locomotive engineer strive to own a palatial residence, throw our dinner buckets away and retire from the cab. Let us own prancing steeds and be able to own stock in a *scab* newspaper, such as the *Cleveland Leader*."

\* \* \*

Mr. Arthur reports only a part of his speech. His admirers may regret the abridgement, but they will find consolation in the fact that, with the exception of a few words, it is the same old speech that has done duty for nineteen years. Mr. Arthur had a notable opportunity to have made an entirely new speech. He began right by saying he started in railroadng as a "wiper." Here was an opening. He could have repeated his declaration: "When I entered Cleveland I hadn't a dollar." Then he could have told how he managed, at an average salary of say \$4,000 a year, to save about \$15,000 a year. He could have told his audience how much stock he holds in a *scab* newspaper that denounces labor organizations and comes to the rescue of

such knavish concerns as the Toledo, Ann Arbor & North Michigan corporation. This would have been refreshing, but, instead, he got off the old chestnut that "the stream never rises higher than its source," and that he wanted engineers "to aspire to something higher than simply contenting themselves with running locomotives." Here was an opening for him to have said: "Look at me; I started in as a wiper, and now I am a sort of Vanderbilt. I am grand chief. I live in a palace, I associate exclusively with the rich, I drive thoroughbreds hitched to a carriage, such as Carnegie or any other plutocratic labor robber might be proud of, and I own stock in a *scab* newspaper, and I want you all to profit by my example."

Instead of winning immortality by such a speech, he repeated the old chestnut, that "I have opposed the B. of L. E. forming into any alliance with any other class." He need not have repeated the stale assertion, but he could have said, that "the B. of L. E., in spite of my opposition, did adopt a plan whereby such alliances can be formed," and this is true. Engineers know the value of alliances, have sought and obtained them, as the Firemen's Brotherhood knows to its cost, and notwithstanding the B. of L. E. in convention sat down upon the Grand Chief, we find him still repeating the asinine platitude that he "does not believe it possible to place all men upon the same plane." What plane? Does he believe that all railroad employees cannot be placed on a plane of justice and fair play? And does he assume to place the great brotherhood of engineers in a position of antagonism to such a manly policy? Manifestly so. Grown rich by methods he would not care to confess, he has developed into an aristocrat, and, seeking to palm off cant for conscience, he swings around half the circle of the jurisdiction of the brotherhood, preferring, for good reasons, the East to the West, to obtain "indorsements," that may be used at the right time to secure re-election.

Mr. Arthur, in his Schenectady speech, after denouncing other labor leaders as "demagogues," said: "I have been aiming to establish an aristocracy that I call a manhood aristocracy." Manhood? What is Mr. Arthur's idea of manhood? Manifestly it is to be Grand Chief, get rich, own a palatial residence, live like a prince, drive a spanking team on the boulevards, own stock in a *scab* newspaper, antagonize alliances of organizations, profess religion, and when labor gets into trouble try to get out by consulting McLeod, Carnegie, Corbin, Depew or some other labor leaders of their ilk, and in addition manipulate union meetings for "indorsements" so that a real

good thing may be retained; a manhood of money, not moral greatness; of cash, not courage; of intolerance, not integrity; the cardinal idea being as Mr. Arthur expresses it. "I do not believe it is possible to place all men upon the same plane," that is to say, the trackman, the brakeman, the switchman, the car man, the shop man, the fireman and conductor can never be acknowledged as a member of the manhood aristocracy for the establishment of which Mr. Arthur has been "aiming," and of which he would have engineers and other railroad employees believe he is the Ward McAllister.

We dismiss the subject. It has been pursued to expose bigotry and duplicity in the interest of organized labor. Labor leaders, to achieve success in the interests of labor, must be men whose lofty integrity is of such unimpeachable soundness that

"what they say  
You may believe and pawn your soul upon it."

Men whose high ambition it is to help their fellow men, instead of amassing a princely fortune; men who in their daily lives are not too proud to associate with the workmen from whose earnings their salaries are drawn; men of heart, soul and conscience as well as brain. Such men glorify the cause of labor, and they will in good time hew out the way to its emancipation.

#### STARTLING.

The *Railroad Telegrapher* of June 15th contains an editorial article captioned "They Revolutionize the world." The caption affords a wide field for fine writing. It reminds us of the Kansas poet, predicting a cloud burst, or something in the nature of a cyclone. He said:

"The bullfrog raised his tail on high,  
And went bounding o'er the plain—  
The bumble bee came thundering by,  
And then came down the rain."

Our esteemed contemporary starts out as follows:

"When we hear of people coming on the stage of action with the intention to revolutionize the world, that the movements they have on foot will be carried out, that the plan which they have been marinating far eclipses anything which has ever crossed through the minds of the greatest labor leaders in the world, and when we see a mere handful of men who say they will change the entire order of things, then it is then we stop, then it is we look to them with a certain amount of admiration, but not with the knowledge that they will succeed. They may be of this class, but it is doubtful; they may be of the class who mold public opinion; but they cannot step in and change the minds of millions of people."

To what extent our esteemed contemporary suffered in gestation and delivery of the foregoing, we have no means of determining, but we apprehend that the writer's mind indulged in a delightful retrospect, when he "heard of people coming on the stage of

action with the intention to revolutionize the world," by declaiming against organization for protection—when they got upon their hind legs and denounced strikes, when, with their bellies in the dust they crawled into the presence of men whom they acknowledged to be their masters and superiors, and licked their boots, and never ceased shouting "that's the way to revolutionize the world, that's the plan which far eclipses anything which has ever crossed through the minds of the greatest labor leaders in the world." The writer, evidently, looked upon the men engaged in denouncing protection and strikes, and in beslobbering corporations with asinine eulogies, "with a certain amount of admiration, but, suddenly, he heard something drop. His large, lustrous and penetrating eyes were opened, and then we hear him exclaim, "then it was that we stop." He might have said "then it was that we pop," or something else equally classic. He saw that the molding "of public opinion" in that direction did not suit the telegraphers; that crawling and boot licking was not the way to revolutionize the world; that it was worse, if possible, than a "bogus dispatch," that it was arrant damphoodism and the right thing to do was for such world revolutionizers to swallow themselves, and after digestion, start out on another track—that is to say, laud and magnify protection, and strike every time the moon changes, and "pause to think that other people have ideas, that others have an insight into what they believe is right and what they, in fact, know is right."

Some people whose intention it is to revolutionize the labor world, believe in protection, and if need be in striking for protection. While some people have believed the way to revolutionize the world was to denounce protection, declaim against strikes and cater to corporations—and some people, so believing, once, have been converted, yielding to aggressive argument, they have said "our intention to revolutionize the world is a flat failure," and this being true, what could possibly be more becoming than for the editor of the *Telegrapher* to exhibit modesty?

In referring to the advocacy of new measures the *Telegrapher* says:

"It is not always the sore-head who becomes an advocate of new measures. They may be sincere in what they are advocating, they may believe that they will succeed, but when their plan comes before many people it will be found lacking the most essential points which they at first believe it will bear. If we remember correctly, at periodical times there comes on the scene of action, new plans for binding the labor men closer together, but after due investigation it is found that they will not stand the storm."

We do not doubt that the editor of the *Telegrapher* speaks by the card. He was doubtless sincere when he opposed protection and strikes; he was doubtless sincere

when he championed the policy of corporations, and his head may not have been sore when his great conversion overwhelmed him but just now the editor's head seems to be sore. He does not seem to be satisfied with himself, and he does not like to hear of any one attempting to revolutionize the world. He forgets how recently it was that the task was presented, to revolutionize him, to knock the nonsense out of him, and get him in a condition to advocate protection and strikes. True, our brother is not the world, nevertheless, it follows if he could be revolutionized, others equally brainy may also be revolutionized.

It is worthy of remark that our esteemed contemporary, as he proceeds, finally concludes that in our labor organizations there is much chance for improvement. Right you are. There should be fewer "bogus dispatches," less occasion for suspicion that grand officers play mole and hawk for the purpose of spreading butter thick on their bread, matters about which there is great need of revolutionary enterprises. There must be less conspiracy, more devotion to men, and less to corporation. If the pen is still to be mightier than the sword, it must be rescued from the hands of stupidity, and given to men of brains, who know the difference between a grammar and a monkey wrench. Men, converted against their will, are likely to go back to their wallowing, if a "bogus dispatch" ever goes wild upon the wires.

#### L. S. COFFIN AND HIS WHITE BUTTON.

The veteran friend of railroad employes, Mr. L. S. Coffin, though bearing the burden of four score years, is still doing the work of manhood's prime, in advancing the welfare of men engaged in the railroad train service of the country. Having labored to secure for them safety appliances for the preservation of life and limb, he now turns his attention to another matter of still greater importance, nothing less than to rescue men from the habit of drinking intoxicating beverages, and the sign of deliverance is the *white button*.

It is now a year since Mr. Coffin started his white button movement, and during the period one hundred thousand symbols of redemption from the debasing habit, have been called for, and the demand is increasing. The juvenile game of "Who's got the button" has developed into a heaven ordained scheme, to rescue men from a habit which impoverishes and degrades its victims, darkens homes, which otherwise might be bright and joyful, disrupts families, makes wives and mothers worse than widows and entails upon children calamities worse than orphanage. The question now is again heard, "Who's got the button?" the white button which proclaims that the wearer is redeemed from

the alcohol habit. One man writes to Mr. Coffin: I want to tell you what the white button has done for me. It has put a new carpet on the floor, put new dresses and shoes on my children and sent them to school, and best of all has made my wife the happiest woman in America." In this simple story there is an ocean of love and logic, reason, religion and redemption—life, liberty and the pursuit of happiness. The writer, by adopting the "white button" as a sign of his disenthralment, of his emancipation, at once made his home a type of heaven. He expanded to the full stature of manhood—he put a song as sweet as a lark ever sang in the soul of his wife, and wreathed the faces of his children in angelic smiles. His hard earned dollars were saved for his home. The saloon did not get them. The white button is an economic argument such as the great masters of economic problems might be proud of—at once simple and sublime. The man who wears the white button may say "hitherto, I have spent at least ten cents a day for some alcoholic beverage—or \$36.50 a year"—and he could say "this expenditure of money has not been the worst of the habit. It has led me into unfortunate associations, blunted my sense of obligation to home, wife and children—often incapacitated me for work—stolen my time, robbed me of character, wrecked hopes and aspirations, and left me often the victim of despair." Then pointing to the white button he exclaims, "This is the sign of my redemption—symbolizing a new, higher and better life." We like it immensely. We congratulate Brother Coffin upon his wonderful success. May the white button brigade increase in number and influence until every railroad man shall wear the white button, than which no titled favorite of royalty ever wore a more honored badge.

### THE VANGUARD.

The Chemical National Bank of Chicago, when it closed its doors some weeks ago, locked out its depositors and among the number was the *Vanguard*, one of the gallant champions of labor in the country. As a writer, Mr. Lester C. Hubbard, by common consent, stands in the first rank. His convictions are all in the line of justice and his courage would have won applause in the palmiest days of chivalry. He dares always defend the right, no matter who champions the wrong; an enemy of plutocracy and all of its schemes and wiles, and an American in his hatred of caste and the degradation which caste imposes, he moves upon the works of plutocracy, aristocracy, trusts and monopolies with iconoclastic fury and is never more in his element, than when beating down the gods and images which they worship and set up for the homage of others. But the chemical, more properly, the chimerical bank, by withholding the *Vanguard's*

money from circulation has for the present prevented that paper from doing its legitimate work in the field of courageous journalism.

In this hour of peril and supreme need what ought to be done? What ought workingmen to do? What ought all men to do who are in sympathy with good government and the welfare of the masses? We answer—promptly subscribe for the *Vanguard* and pay in advance and persuade others to do likewise. With special emphasis, we say this to the membership of the Brotherhood of Locomotive Firemen. In its issue of June 15th, the *Vanguard* says:

We hereby give our subscribers notice that we are pledged to the *Vanguard* as to a life work, from which there shall be no permanent divorcement. If circumstances compel us to skip a few issues, we will begin again just as soon as practicable, and give to our readers the full number of papers for which they have paid.

The MAGAZINE admires the pluck and persistency of the *Vanguard*. It may be that the Chemical will eventually pay something to its depositors, if not, then we shall hope that the people will come to the rescue of the courageous sheet, and make its future brighter than its past.

### CONSTITUTIONS.

Just now there is no little complaint from subordinate lodges, because they have not received the revised constitution of the brotherhood.

A little historical explanation is demanded, and is given, as follows:

At every convention of the brotherhood the constitution undergoes revision, more or less important. Formerly, it was the practice of the grand lodge to ascertain the number of members in each subordinate lodge and promptly forward a sufficient number of revised constitutions, so that each member could have one.

In numerous instances this proceeding did not meet with approval. The lodges were opposed to being saddled with the expense, and would pay for constitutions when they were wanted and only such a number as they might order.

After the Cincinnati convention notice was sent to each lodge that the new constitutions were ready, and with such notice a blank form for ordering constitutions was enclosed, with directions to each lodge, to fill the blank, stating the number of copies of the revised constitution the lodge required.

In every case where the order has come to hand, the required number of the constitutions have been forwarded. Who is it that makes the complaint that the lodge has not received the revised constitution? We answer, the lodges that have not sent in their order. Their negligence is responsible for the complaint, and there is only one way to overcome the difficulty. It is easy enough, and that is to fill the blank, as directed, and let the grand lodge know how many copies of the constitution are wanted.

THE *Twentieth Century*, "a weekly radical magazine," is always a welcome visitor to our exchange table. Its mind resources are exhaustless. It says good things in a way that is immensely attractive. In its issue of June 22, we find references to the Havemyer sugar refinery, which places Mr. Havemyer in a position eminently convenient to receive the contempt of all decent men and women. It appears that at the refinery last year, the mortality from the heat was frightful, men were carried out dead and dying, a dozen in a day. Their places were quickly filled by others who must work or starve. Like other soldiers, they faced death and danger for small pay. This year the firemen in the sugar refinery ask that they may work only eight hours. They told Mr. Havemyer that twelve hours per day meant death to them in the deadly heat. Mr. Havemyer knows from experience that there are plenty who will take a dead man's place. He refuses to reduce the hours. Mr. Havemyer knows that human life, that is to say, such life as workingmen may boast of, is about the cheapest thing to be found in the market, and he does not propose to advance the price, and the mere fact that ten or a dozen men a day are killed to enable him to make money, is a matter of small consequence. To execrate such monsters is a duty and we esteem it a pleasure to add our scorn to the sum total of the sugar refinery infamy. Referring to classes, the *Twentieth Century* says:

We have been mentally dividing American citizens into three classes: first, the class that work, be it with hand or brain, in the production of real wealth, transforming the crude materials of nature into the useful and beautiful. In this class are included all from the miner and machinist to the architect, artist and designer.

In the second class are all those who, while producing nothing, are constantly planning and scheming how to live comfortably off the products of those who do produce. In this class are the traders, speculators, bankers, brokers and stock gamblers. Neither of these classes attain to permanent security, but are the conduit pipes through which the smaller, exclusive upper class, draw all the surplus wealth produced. This upper class never works. It absorbs. It uses the middle class as a straw through which to sip its julep. The wealth produced by the working class passes through the middle class, but it does not stay there. It is all absorbed at the top, and when the straw breaks it is cast aside empty. The upper class is not as numerous as it was, but its power of absorption is greater. Not so many of the middle class are needed as formerly, so they are crushed out one by one.

The lower class members are cheap and plentiful; they may be killed off with impunity, for there are great reserves of unemployed from which to fill up the ranks, and heathen nations to draw from if the home supply fails. When some one remarks that there are no classes in America, it suggests the scripture query: "Who has sinned, this man or his parents, that he was born blind?"

THE *Laster*, Vol. V., No. 1, is on our table in new and improved form, and after more than a year's absence, we take special pleasure in welcoming it to our sanctum. It appears that the *Laster* was established in 1888, that in 1892 its publication was discontinued,

because it was thought that "daily newspapers" would answer the demand. The *Laster* says:

The experience of the last year without the paper convinced the union that a great mistake had been made when its publication was stopped, and so with practical unanimity it was voted at the convention this year that it should be re-established, and the general officers were directed to again have it published, the only restrictions being that it should be printed in a union office and have a member of the union as its editor and manager.

The action of the union in re-establishing the *Laster* was eminently wise. The *Laster*, as we remember it, was well and wisely conducted, and Mr. Edward L. Dally, the editor in the issue before us, says:

In assuming editorial charge we make no pretensions as to any ability to excel in a labor of this kind, and no boast of any intention to accomplish wonderful results. We are sensible of our lack of editorial experience, and of the trials and perplexities that attend journalistic work; but relying upon the support and co-operation of the union members, in whose interest the paper exists, and with unbounded faith in the justice and ultimate triumph of the principles for which labor papers and labor unions are contending, we simply announce our purpose to make the *Laster*, as near as we can, a model labor journal, and cheerfully await whatever measure of success the future may have in store.

The *MAGAZINE* wishes the *Laster* the largest possible measure of success.

WE have on our table the *U. P. Employees' Magazine* for July, and read with much interest the leading article, captioned "The Mission of the Knights of Labor." In the course of the article the writer says:

Wage slavery has but few advantages over chattel slavery, and must be abolished to make any better condition of society. It was to set their efforts in just that line that the founders of the Knights of Labor sought.

Unite men to most effectively check the greed of employes by uniting all, without regard to class, who when divided on class lines, history has proved, have exerted more force against each other than against the common enemy, and then make it an economic school whereby men studied from effect back to learn the cause, and then remove the cause; learn their true relation to earth, and occupy it, to be the equal in fact as well as in theory, to make unnecessary an employer.

Manifestly, the mission of the Knights of Labor is founded in the belief of man's capabilities for self-emancipation—to establish and maintain independence, and in the United States, at least, the way is clear for the highest possible self-assertion, and "the discussion of political and economic questions" which the Knights of Labor advocate, is in the line of the ultimate disenthralment of labor. Let the discussions proceed.

THE *Journal of the Knights of Labor*, of June 22d, contains a lengthy article over the signature of T. V. Powderly, in which he shows how "the tillers and tollers are fleeced," and exhorts the tillers and tollers to "get together." Mr. Powderly makes a strong appeal, points out how grossly ignorant some people are, and is of the opinion "that it will take some education before we reach the ideal of organization," and adds:

We have 65,000,000 people in the United States. Of that number about 25,000,000 will be engaged in gainful occupations; they, with those depending on them, will make up the bulk of the population. We have in the ranks of organized labor less than two million men and women. Let us say that the American Federation of Labor has 700,000, the Knights of Labor 500,000, and the various railroad organizations 400,000, and where are the others anyway? There are the Farmers' Alliances with about a million and a half, and remember I have given top figures when rating these organizations at the numbers given above. All told, in mechanical, mining, railroad, laboring and farming organizations, we have but 3,000,000 out of 25,000,000. Of course, leaders will be necessary, or the 22,000,000 men and women who never think, never talk to each other, never vote—except when General Jackstraw runs on the old party ticket—who never discuss a single thing that relates to their future, and who don't know enough half of the time to come in when it rains, but who do know enough to avail themselves of the benefits gained by the handful of organized people, will be always the medium through which our best efforts will be set aside.

Mr. Powderly is in favor of educating all, and of bringing all tollers into some organization, a work which the MAGAZINE indorses unequivocally.

#### A LOCOMOTIVE CATECHISM.

We have received from Messrs. Norman W. Henley & Co., publishers, No. 150, Nassau St., New York, a book of 350 pages, and nearly 200 illustrations, and seven folding plates, bearing the title of "Locomotive Catechism," by Robert Grimshaw. It is well said that the book, which treats of the locomotive in all of its parts, from boiler to the smallest part of the machinery, is a most practical and useful volume, and one which commends itself on sight to every locomotive engineer and fireman, and to all who design going in for examination for either position. "In plain English he gives (with their answers) not only the questions which would be asked by the examining engineer of a candidate for appointment, but those which the ambitious youngster would ask the veteran, and those which old hands delight to ask each other as "stickers." We do not hesitate to recommend the book to all engineers and firemen.

*The Journal of the International Association of Machinists*, for June, contains a salutory of Mr. James O'Connell, G. M. M. elected at the late annual convention, held at Indianapolis. Mr. O'Connell says:

In accepting the position of Grand Master Machinist I feel that it will be necessary for a faithful discharge of duty to first gain the confidence, respect and esteem of the rank and file of the Association, but in making my bid for the same I am unable to refer you to any brilliant attainments or past achievements of my life other than a firm and resolute determination at all times to do justice to my fellow-man in all things, and at the same time ask in return that consideration which every man owes his neighbor.

The association is steadily gaining in numbers and influence, and we do not doubt that under Brother O'Connell's administration, will achieve a still larger measure of success.

THE forthcoming number of the Quarterly Illustrator will be a *special summer issue*, and will contain over 200 superb illustrations, by 110 well-known artists. This exceptionally large number of illustrations, and the unusual interest of the articles which they accompany, make the third issue of this popular magazine the finest single publication of any art journal ever put forth in this country. The size has been increased to 104 pages of reading matter, and among the eminent painters and illustrators whose productions are found in the contents of the Quarterly Illustrator are: C. S. Reinhart, J. Carroll Beckwith, H. Siddons Mowbray, Julian Riggs, C. D. Gibson, Hughson Hawley, William Sargeant Kendall, Alice Barber Stevens, Victor Perard, R. F. Zogbaum, Wilson de Meza, Joseph Lauber, Marie Guise Newcomb and many others. Such well-known writers as F. Hopkinson Smith, Charles de Kay, Alexander Black, Frank Fowler, Frederick W. Webber, and Perriton Maxwell, have furnished the text, a novel attraction of which is an article on the summer studios of most of our leading artists, with numerous drawings of their warm weather ateliers, made especially for this number of the Quarterly Illustrator by the artists themselves. This notable issue will make its appearance about July 5. [The Quarterly Illustrator, published by Harry C. Jones, 92-96 Fifth Ave., New York.]

#### ORGANBUYERS.

Our advertisers, Farrand & Votey Organ Co., Detroit, Mich., write that they will send to every reader of the FIREMEN'S MAGAZINE, upon receipt of a two cent stamp, a Daily Memorandum Calendar, which is invaluable to all railroad men as their own "Time Book." This is a reputable firm, make a good organ and do just what they advertise. See their advertisement elsewhere.

#### LET US GET TO THE FRONT.

MR. EDITOR:—Now that our election of officers and boards for subordinate lodges is drawing nigh, let us endeavor to make the coming year a good and prosperous one; let us strengthen the dykes that protect our homes; let us build stronger the walls of our noble order. Men are so easily led away in times of excitement that we now lift a warning voice to our brothers throughout the land. We like to see men firm, positive and willing to stand by their convictions. But no habitual conviction can supplant the truth, and no excitement can justify wrong doing. All the orders should stand by one another and each lend a hand to help on the right; and the rank and file should be found in the front. Every man in the lodge, both old and young, should be found at the front storming the fort of sin, battling for our rights and privileges. Let us get to the front and let no blush of shame ever crimson our cheek because we have sacrificed right for wrong.

We speak in the interest of christianity. We are no preacher, but we do pray that pure thoughts, noble purpose, and high aspiration may fill our hearts and that in every movement for the glory of our noble fraternity and the betterment of our soul, we may be found at the front. I hope, with all my heart, that these noble orders of railway employes shall federate. I sincerely pray for such a consummation, believing it to be the greatest good that can come to us all.

E. L. Crauford.

# GRAND LODGE.



## ASSESSMENT NOTICE FOR AUGUST.

OFFICE OF THE GRAND LODGE, B. of L. F. }  
TERRE HAUTE, IND., August 1, 1898. }

ASSESSMENT No. 89, \$2.00.

### To Receivers of Subordinate Lodges:

**SIRS AND BROTHERS:**—You are hereby notified of the death and disability of the following members entitled to all the benefits of the order, viz:

**CLAIM No. 992.** E. M. Patton, of Signal Mount Lodge, No. 872, was declared totally disabled by Loss of Foot, December 1, 1897.

**CLAIM No. 993.** Michael Fitzgerald, of Wm. Hugo Lodge, No. 166, died of Uraemia, March 19, 1898.

**CLAIM No. 994.** John Braddock, of Phoenix Lodge, No. 23, was declared totally disabled by Loss of Leg, April 7, 1898.

**CLAIM No. 995.** John A. Shumaker, of Star of the West Lodge, No. 840, died of Pneumonia, April 9, 1898.

**CLAIM No. 996.** Joseph Leen, of Miami Lodge, No. 441, was declared totally disabled by Loss of Leg, March 5, 1898.

**CLAIM No. 997.** George E. Lawson, of Falls City Lodge, No. 108, died of Phthisis Pulmonalis, April 22, 1898.

**CLAIM No. 998.** Chas. C. Fowler, of Morgan Crane Lodge, No. 867, died of Peritonitis, April 23, 1898.

**CLAIM No. 999.** John Horwood, of Mt. Tacoma Lodge, No. 192, died of Consumption, March 28, 1898.

**CLAIM No. 1000.** James H. Cook, of Safety Lodge, No. 142, was declared totally disabled by Cancer, May 9, 1898. (Died June 8, 1898.)

**CLAIM No. 1001.** Frank Brown, of Lehigh Lodge, No. 251, died of Paralysis, May 19, 1898.

**CLAIM No. 1002.** T. B. Smith, of Cotton Belt Lodge, No. 204, was killed in a Railway Accident, May 12, 1898.

**CLAIM No. 1003.** John G. Meincker, of Air Line Lodge, No. 409, was killed in a Railway Accident, May 13, 1898.

**CLAIM No. 1004.** Chas. H. Hooly, of Fellowship Lodge, No. 121, died of Cancer, May 15, 1898.

**CLAIM No. 1005.** John Short, of Anchor Lodge, No. 54, died of Pneumonia, May 19, 1898.

**CLAIM No. 1006.** Fred A. Russell, of Gt. Eastern Lodge, No. 4, was declared totally disabled by severed Arteries, May 22, 1898.

**CLAIM No. 1007.** William Stephan, of Robt. Andrews Lodge, No. 165, died of Dropsy, April 1, 1898.

**CLAIM No. 1008.** B. S. Tinker, of Hampden Lodge, No. 807, was declared totally disabled by Consumption, April 6, 1898.

**CLAIM No. 1009.** John E. Tracy, of Tippecanoe Lodge, No. 86, died from Injuries received in a Railway Accident, April 14, 1898.

**CLAIM No. 1010.** Hiram U. Grenolds, of Eclipse Lodge, No. 107, was declared totally disabled by Loss of Arm, April 20, 1898.

**CLAIM No. 1011.** Kenneth Coughlan, of Gold Range Lodge, No. 841, was declared totally disabled by Epileptic Convulsions, April 29, 1898.

**CLAIM No. 1012.** Asbury E. Scott, of Signal Mount Lodge, No. 872, died of Inflammation of Bowels, May 2, 1898.

**CLAIM No. 1018.** Harry W. Barrett, of Signal Mount Lodge, No. 872, died of Softening of the Brain, May 4, 1898.

**CLAIM No. 1014.** S. P. McInnes, of Central Lodge, No. 22, was killed by Railway Accident, May 7, 1898.

**CLAIM No. 1015.** John P. McKevitt, of Athena Lodge, No. 183, died of Heart Disease, May 8, 1898.

**CLAIM No. 1016.** Owen L. McCoy, of Evening Star Lodge, No. 112, died of Pneumonia, May 16, 1898.

**CLAIM No. 1017.** Calvin Cheatham, of Pride of the West Lodge, No. 6, was declared totally disabled by Loss of Leg, April 1, 1898.

**CLAIM No. 1018.** Danl. Moynihan, of Morning Star Lodge, No. 88, was Run Over and killed, May 20, 1898.

**CLAIM No. 1019.** Edward Stephens, of Nauvoo Lodge, No. 891, was killed in a Collision, May 24, 1898.

**CLAIM No. 1020.** W. L. Bingle, of Bayou City Lodge, No. 146, was declared totally disabled by Loss of Foot, May 22, 1898.

**CLAIM No. 1021.** E. C. Kelleher, of Big Four Lodge, No. 837, was Scalded to death, May 3, 1898.

**CLAIM No. 1022.** W. J. Walthal, of Marias Des Cygne Lodge, No. 400, died of Pyaemia, May 28, 1898.

**CLAIM No. 1023.** Jesse W. Calloway, of Cactus Lodge, No. 94, died of Paralysis, May 28, 1898.

**CLAIM No. 1024.** Richard M. Jones, of Bayou City Lodge, No. 146, was declared totally disabled by Anchylosis of Shoulder, June 2, 1898.

CLAIM NO. 1025. Harry D. Cooke, of Davy Crockett Lodge, No. 145, was declared totally disabled by Spinal Irritation, June 2, 1893.

CLAIM NO. 1026. Henry E. Collett, of Bois d'Arc Lodge, No. 451, was declared totally disabled by Loss of Sight, June 2, 1893.

CLAIM NO. 1027. James T. Hussey, of Gulf City Lodge, No. 115, was declared totally disabled by Spinal Sclerosis, June 3, 1893.

CLAIM NO. 1028. Henry George, of Adopted Daughter Lodge, No. 3, died of Pneumonia, June 4, 1893.

CLAIM NO. 1029. James R. Dillard, of Nolan River Lodge, No. 449, was declared totally disabled by Pericarditis, June 5, 1893.

CLAIM NO. 1030. John H. Harff, of Canal City Lodge, No. 255, was declared totally disabled by Tuberculosis, June 6, 1893.

CLAIM NO. 1031. F. M. Conrad, of Red River Lodge, No. 8, died of Hemorrhage of Bowels, June 6, 1893.

CLAIM NO. 1032. Martin Creighton, of Triumphant Lodge No. 47, died of Typhoid Fever, June 9, 1893.

CLAIM NO. 1033. Wm. E. Henderson, of Oasis Lodge, No. 866, was declared totally disabled by Tuberculosis, June 9, 1893.

CLAIM NO. 1034. Wm. L. Guess, of Water Lily Lodge, No. 402, was declared totally disabled by Concussion of Spine, June 14, 1893.

CLAIM NO. 1035. W. N. Leekins, of Clinton Lodge, No. 84, was killed in a Collision, June 14, 1893.

CLAIM NO. 1036. Albert Wills, of Calhoun Lodge, No. 84, was Shot and killed, June 19, 1893.

CLAIM NO. 1037. James H. Getty, of Ambey Lodge, No. 85, died of Inflammation of Bowels, June 21, 1893.

CLAIM NO. 1038. Augustus S. Francis, of Great Eastern Lodge, No. 4, was declared totally disabled by Loss of Arm, December 24, 1892.

CLAIM NO. 1039. Manuel Texter, of Gate City Lodge, No. 98, was Crushed between two cars and killed, March 3, 1893.

CLAIM NO. 1040. C. W. North, of Hamner Hall Lodge, No. 494, died of Typhoid Fever, June 22, 1893.

CLAIM NO. 1041. W. H. Bigelow, of Paul Revere Lodge, No. 486, died of Oedema of Lungs, June 4, 1893.

CLAIM NO. 1042. John B. Lane, of Lake Shore Lodge, No. 183, died of Typhoid Fever, April 4, 1893.

CLAIM NO. 1043. C. Q. Woolnough, of Chipeta Lodge, No. 490, died of Pneumonia, March 29, 1893.

CLAIM NO. 1044. Thos. D. Henry, of Congaree Lodge, No. 427, was killed in a Railway Accident, June 2, 1893.

CLAIM NO. 1045. Andrew A. Holland, of Southern Star Lodge, No. 384, was killed in an Explosion, May 15, 1893.

CLAIM NO. 1046. Peter Wentz, Jr., of Lackawanna Lodge, No. 268, died of Stricture of Duodenum, June 9, 1893.

CLAIM NO. 1047. Wm. H. Drish, of Denver Lodge, No. 278, died of Typhoid Fever, May 2, 1893.

CLAIM NO. 1048. Frank Sherwood, of Magnet Lodge, No. 227, was killed in a Collision, June 6, 1893.

CLAIM NO. 1049. Wm. Pyle, of Delaware Lodge, No. 231, was declared totally disabled by Heart Disease, June 16, 1893.

CLAIM NO. 1050. Wm. H. Kingsbury, of P. H. Sheridan Lodge, No. 388, was declared totally disabled by Loss of Foot, March 16, 1893.

CLAIM NO. 1051. Theodore H. Spear, of Holbrook Lodge, No. 378, was declared totally disabled by Loss of Leg, June 7, 1893.

CLAIM NO. 1052. Eugene O'Brien, of Magnolia Lodge, No. 226, was declared totally disabled by Bright's Disease, June 2, 1893.

CLAIM NO. 1053. Walter S. Gardner, of Magnolia Lodge, No. 226, was declared totally disabled by Spinal Disease, June 2, 1893.

CLAIM NO. 1054. Peter Tisdale, of Sunset Lodge, No. 177, was declared totally disabled by Loss of Leg, May 15, 1893.

CLAIM NO. 1055. John S. Stratton, of Just In Time Lodge, No. 149, was declared totally disabled by Blindness, June 20, 1893.

CLAIM NO. 1056. Edward E. Gossow, of Rose City Lodge, No. 45, was declared totally disabled by Hemorrhage of Lungs, June 18, 1893.

CLAIM NO. 1057. Aaron W. Allen, of Trenton Lodge, No. 253, was declared totally disabled by Heart Disease, July 19, 1893.

CLAIM NO. 1058. Thomas A. Rue, of J. Donnelly Lodge, No. 350, was declared totally disabled by Heart Disease, June 13, 1893.

CLAIM NO. 1059. Frank Martin, of Mission Lodge, No. 281, was Shot and killed, June 23, 1893.

CLAIM NO. 1060. Leonard Dell, of Charity Lodge, No. 5, died of Inflammation of Bowels, June 2, 1893.

CLAIM NO. 1061. F. M. Willhoit, of Cherish Lodge, No. 440, died from injuries received in a Railway Accident, July 3, 1893.

An assessment of TWO DOLLARS (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount for each member whose name appears on the rolls of membership AUGUST 1st, 1893, (also for all members having taken a withdrawal (limited or final) after AUGUST 1st, and for all members who died or were totally disabled since that date), said remittance to reach the Grand Lodge not later than AUGUST 20th, 1893, as provided by Section 50 of the Constitution. Any lodge failing to make returns as above provided will stand suspended from all the benefits of the order, as per Section 52 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

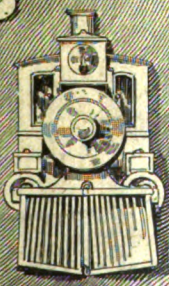
F. W. ARNOLD, G. S. AND T.



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# LOCOMOTIVE FIREMEN'S MAGAZINE

EUGENE V. DEBS · EDITOR ·



September



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# LOCOMOTIVE FIREMEN'S MAGAZINE.

SEPTEMBER, 1893.

## EDITORIAL.

### THE MONEY QUESTION.

The money question is one upon which the most eminent doctors of finance disagree. Those who want a single standard, that of gold, and those who demand a double standard, that of gold and silver, in discussing the money question, exhibit all along the line such antipodal differences of opinion, that any expectation of agreement is utterly futile. Hence, men who care to familiarize themselves with the arguments and assertions of the disputants will have to exercise great fortitude and patience, and then take sides as their judgment may dictate. In this connection it should be said that the money question is not usually discussed dispassionately—either in private or in legislative bodies, and, to make matters still worse, sectionalism is introduced and epithets are unsparingly applied.

At this writing, while the panic is on, and banks are breaking and large industries are going to the wall, we are simply interested in ascertaining what the effect will be, or is likely to be on labor interests. Many very prominent citizens, men who are supposed to understand financial affairs, have repeatedly declared that there existed no real legitimate cause for the panic, but such declarations amount to little or nothing when one sees the panic rushing along with the force of a cyclone. Under such circumstances, men realize there must be a cause for the panic, and whether legitimate or bastard, they want to know what it is. Here, again, all is disagreement and confusion, and since a real cause must be found before a remedy can be applied, the squabble over the cause may not only protract the panic, but indefinitely augment its seriousness.

A great many people believe that the demonetization of the silver dollar, called the "dollar of the daddies," in 1873, was the starting point of the financial misfortunes of the country—because then silver dollars had their money quality knocked out of them, and the single or gold standard, it is charged, was established in the interest of "gold bugs" and "Wall street sharks," and it is further charged, that England took a hand in the demonetization of silver, by send-

ing to the United States large sums of money with which to debauch members of Congress, and placed the cash where it would do the "most good." Be this as it may, one thing is certain, there has since been a perpetual war over monometalism and bimetalism—the free coinage and the limited coinage of silver—together with its absolute equality with gold in its use upon some parity of value, but the advocates of silver have never scored a complete victory, and at this writing, the outlook for silver is anything but encouraging to its friends. It is not required that the MAGAZINE should assume an attitude of antagonism to either gold or silver. So far as the Brotherhood of Locomotive Firemen is concerned, the coins of both metals are eminently popular, and we shall be glad to know that a parity between the metals can be established that may be indefinitely prolonged, and the business of the country established upon secure monetary foundations.

Those who contend that the "demonetization of silver" in 1873 is the initial cause of the present panic, notwithstanding the wrong was perpetrated twenty years ago, are met by investigators and writers in the interest of the "gold standard," who tell them that from the foundation of the government the gold standard has practically prevailed, and this assertion is fortified by the fact, that from 1792, when the original Coinage Act was passed, to 1873, when the dollar was demonetized, only 8,000,000 silver dollars had been coined, while, within the same period, eighty-one years, the American mints had coined \$900,000,000 of gold, which, seemingly, establishes the assertion that the gold standard had prevailed during the entire period.

In 1878, five years after the demonetization of silver dollars, the coinage of silver under an act of Congress began in earnest, and from that time to December, 1892, 361,508,508 silver dollars had been coined of *full* legal tender quality—that is to say, the silver dollars have absolutely all the value of gold coins except the payment of interest upon the national bonds, which, as expressed in the bonds, must be paid in gold. Here it is seen that the 361,508,508 silver dollars have the same value in the United States as is conferred upon gold. But such statements, however concise, instead of elucidating the causes which have led to the present panic, serve to embarrass the investigation. Hence, another chapter relating to silver must be introduced, which may be properly styled the notorious Sherman Law. This law put a stop to the coinage of silver dollars, but did not interfere with the full legal tender quality of the dollars already coined. The Sherman law provided for the purchase of 4,500,000 ounces of silver bullion every month, or 54,000,000 ounces annually, and directed that this bullion should be paid for in treasury notes, to "be redeemable on demand in coin at the treasury of the United States," and the Secretary of the Treasury is directed to "redeem such notes in gold or silver coin, at his discretion." It is now claimed that the Sherman law is the real cause of the panic. Why? It is easy to ask question, and sometimes



difficult to answer them, but in answering why the Sherman law is the cause of the panic, or the initial cause, some space is required.

In the first place, the United States Treasurer is required to keep on hand \$100,000,000 in gold coin, to redeem on demand its obligations payable in coin. This \$100,000,000 reserve fund is regarded sufficiently limited to maintain specie payment, hence, any reduction of the reserve below the one hundred million limit places specie payment, and therefore the credit of the government, in peril.

As has been stated, under the Sherman law the Government is required to purchase 54,000,000 ounces of silver bullion annually, and pay for the silver in treasury notes redeemable on demand in coin, gold or silver, at the discretion of the Treasurer, but really the Treasurer has little if any discretion in the matter, because of the proviso in the law as follows: "It being the established policy of the United States to maintain the two metals on a parity with each other upon the present legal ratio, or such ratio as may be prescribed by law." Now then, suppose A sells the Government 1,000,000 ounces of silver bullion, and receives payment in treasury notes redeemable in coin. Having received the notes, he presents them for payment and demands gold; should the Treasurer refuse to pay gold and offer silver, that moment the "parity," the equality of the two metals would cease, and gold would be at a premium, hence, therefore, if A demanded gold the Treasurer would be bound to redeem the notes in that coin, because it is "the established policy of the United States to maintain the two metals on a parity."

Under the operation of the Sherman law, treasury notes amounting to about \$200,000,000, have been issued in payment for silver bullion; and European nations wanting gold, their agents get possession of the treasury notes, present them at the treasury and demand gold. These transactions have continued until the government reserve of \$100,000,000 in gold was seriously reduced. Notes of alarm were sounded. Gold continued to go to Europe on almost every ship. The reserve decreased, the press was full of warnings, and the panic started. Distrust took the place of confidence, confusion prevailed. Men who had money in banks became suspicious, runs followed, banks failed, industrial enterprises closed down. Men who had money locked it up, and thus as we write, the panic is sweeping along and wrecks mark its pathway, and boiled down we find a general agreement of opinion that the Sherman law is responsible for the starting of the panic, and this opinion is confirmed by the fact that President Cleveland has called an extra session of congress to repeal the Sherman law and put an end to the purchase of silver bullion, which will put an end to the issuing of treasury notes, and put an end to the further depletion of the gold reserve for the maintenance of specie payments.

This, it is thought by some, will at once restore confidence and establish normal conditions, while others are as confident that the salvation of business depends upon the free coinage of silver the same as gold; that there must be no discrimination, since, so long as sil-

ver is required to play second to gold at the mints, the discrimination will be fatal to conditions of the largest prosperity.

There are others who scout the idea that it is possible to place the United States on a plane of the largest business activity and security of expansion without a larger volume of currency, and aside from the issue of paper money, they claim that the free coinage of silver alone can solve the vexatious problem. The advocates of free coinage, which means throw the mints open to the coinage of all the silver offered, the same as gold, as was the condition prior to 1873, will secure (1) the double standard, gold and silver, at a ratio of 16 to 1 or some other rational ratio, and indefinitely increase the volume of specie currency. These advocates of free coinage point to France, the most prosperous of European countries, with an area of 203,000 square miles and a population of 40,000,000, which maintains in circulation \$700,000,000 of silver or \$17.95 per capita, and including gold, silver and paper, \$40.56 per capita, while the United States, with an area of over 3,000,000 square miles and a population of 65,000,000, maintains a circulation in silver of only \$8.85 per capita, and including gold, silver and paper, only \$25.15 per capita, or \$15 10 per capita less than France.

Indeed, when statistics, showing the portion of the currency of the United States held out of circulation which is said to be in circulation, the amount of currency actually in circulation is far below \$25.15 per capita, and it is just here that a large body of men attribute the present panic to causes other than the vicious forces embodied in the Sherman law. Hence, they say that the legislation all along the line from 1873 to the present, having been in the interest of gold and of flagrant injustice to silver, accounts largely for the present panic and widespread business demoralization.

Admitting, simply for the sake of argument, that silver is at the bottom of the present business demoralization growing out of legislation, in which the "gold bugs" have triumphed over the "silver fanatics," how stands labor? We hear much said about paying labor in "honest dollars." So much, indeed, as to leave the impression that the gold and silver factions have been animated all the time by a desire to do the fair thing by labor. But the inquiry is, What is the result? (1.) Throughout the silver mining regions of the country the silver mines are forced to close down and thousands of men are out of employment, without a remote prospect of a day's work. Want stares them in the face, and funds are being subscribed and appeals made to the railroads to scatter these idle men abroad over the country. (2.) Banks that hold the small accumulations of workingmen are closing their doors against depositors, and men and women shed tears as they see the doors close upon them and their little hoard. (3.) Other industrial enterprises are either failing, or temporarily closing their establishments and setting thousands of employes adrift, and these conditions have been brought about, admittedly, by vicious legislation. And to make matters worse, while all agree that legislation to *down* silver and exalt gold is the cause of

the panic, the probabilities are that remedial legislation is by no means assured. Meanwhile, labor suffers—and only labor suffers. The bankers will continue to fare sumptuously; the owners of silver mines and closed factories will not be seriously inconvenienced; the real victims of vicious legislation will be workingmen and their families. While this suffering continues, Congress will convene, and the wrangle will begin again over silver. The country will again be deluged with historical *chestnuts* relating to silver, from the days of Abraham to the present. We shall have windy dissertations on monometalism, bimetalism, single standard, double standard, free coinage international conferences, Latin unions, the rupee, *ad infinitum* and *ad nauseam*, and while labor suffers and starves and the panic proceeds, the debates will go forward.

If there are those who anticipate legislation that will immediately restore confidence, let them dismiss the hallucination. Panics, like wars, are destructive. Confidence, once destroyed, recovers slowly, and once started, like earthquakes, they subside only when their force is exhausted. Our advice to workingmen is, be rigidly economical—save the dimes, hoard your earnings with miserly care. Let it be understood that the gold and the silver factions are at war. And while the war proceeds, confidence will seek retirement and take its surplus cash with it into its hiding places. Already, the wires report that from one state alone orders for \$12,000,000 for merchandise have been cancelled. This canceling is likely to be many times multiplied, which means less work for railroads, less wages and reduction of employes. Hence, we say, to railroad employes, let the severest economy prevail.

We do not belong to the ranks of calamity howlers. We do not care to paint the outlook either blue or black, but a man is color-blind who declares it to be rosy. Panics, as we have said, run their course, and this of 1893 is not likely to be an exception, and since, as it is claimed, it is owing to vicious financial legislation the remedy would seem to be wise legislation, or legislation diametrically opposed to that which has produced the panic; and should such legislation be had, with the promptness the emergency requires, a full year would elapse before normal conditions could be established. Meanwhile, let the motto of workingmen be, save every possible cent of wages while wages can be had.

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It is the opinion of master mechanics, that the speed of locomotives has reached its limit until there is greater improvement in tracks. When the track is as perfect as it can be made, 100 miles an hour will be an every day occurrence.

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THE fastest of the Ocean gray hounds, makes about twenty-four miles an hour.

## THE STRUGGLE AGAINST WAGE SLAVERY.

There is probably no one thing connected with labor in the United States equal in importance to that which relates to the reduction of the hours constituting a day's work, and in this connection we reproduce the following upon the subject from the *Social Economist*, which, while not strictly accurate as to dates, is, nevertheless, important as history:

About seventy years ago the ship carpenters and caulkers of New York and other cities on the Atlantic Coast, who then worked from "sun to sun," commenced an agitation for a reduction of their working time to ten hours a day. Faint and feeble in its beginnings, this agitation increased in volume and in vigor, though repeatedly apparently suppressed, as the years rolled by, and finally achieved a triumph which was attended with important and widespread results. In September, 1832, a convention of delegates from farmers, mechanics and other workmen of Maine, New Hampshire, Massachusetts, Rhode Island and Connecticut, including several able men, met in Boston, and urged the adoption of various reforms, one of which was the ten-hour system. In May, 1835, a general strike for the ten-hour system took place in Philadelphia and several other cities, which, though it failed of its immediate purpose, presaged ultimate success. In December, 1835, the journeymen house carpenters of Boston met and resolved to do all in their power to reduce the hours of labor to ten hours a day; in 1836 they struck, though unsuccessfully, for the ten-hour system. The same result attended similar strikes then made in other places. Still the agitation made headway. On April 10, 1840, the ten-hour system was introduced in all the establishments under the Federal Government, and the example of the United States was speedily followed in private establishments in many trades.

In June, 1845, a great mass meeting was held in Pittsburg, Pa., in favor of ten hours, which was followed by an extensive strike. On July 4, 1845, a great mass meeting of workmen was held at Woburn, at which the ten-hour system and other labor reforms were strongly advocated by Charles A. Dana, now editor of the *New York Sun*, and other able men. In October, 1845, the New England Workingmen's Association, which had been organized at Boston in the preceding March, met at Lowell and passed resolutions of sympathy and encouragement for the strikers at Pittsburg. In this year (1845) petitions were received by the Massachusetts Legislature from more than two thousand factory operatives in Lowell and Fall River for ten hours, and referred to and heard by a committee, which made an extensive report thereon. The passage of the ten-hour law by the British Parliament, in 1847, also stimulated the cause in the United States. In September, 1852, a State convention of ten-hour men of Massachusetts was held in Boston, the proceedings of which were widely published in newspapers, as well as in pamphlet form. On September 21, 1853, the eleven-hour system was adopted in Lowell, Fall River and Lawrence, not by legal enactment, but by the action of the managers of the mills, taken in consequence of the pressure of the agitation for the ten-hour bill.

Having obtained this reduction to eleven hours without statutory coercion, the operatives hoped for a further reduction to ten hours (the ten-hour system having become general in other branches of industry), also without statutory coercion; but their minds were occupied for a dozen years by momentous questions in national affairs, and the ten-hour cause languished until the close of the civil war. The disbanding of the Confederate forces was soon followed by a revival of the agitation for ten hours. Ten-hour leagues were formed in the principal seats of the textile industries, and frequent meetings were held in aid of the cause. The Massachusetts Legislature, in 1869, having refused to incorporate the Grand Lodge of the Order of Knights of St. Crispin, the men

employed in the boot and shoe manufactories, of which that order was composed, called a state convention at Worcester for the purpose of organizing a labor reform party, and invited workmen, irrespective of the particular branches of industry in which they were engaged, to send delegates to that convention. Prior to this time there had been little if any co-operation between the men engaged in textile industries and those engaged in the manufacture of boots and shoes. The convention adopted a platform, which included the ten-hour law for textile manufactures, the right of incorporation for trades unions and other measures of reform, and from that time the workers upon leather acted in perfect accord with the workers in cotton and wool. The ten-hour movement was much aided by the Bureau of Statistics of Labor, established in 1869. In consequence of the pressure which was then brought to bear upon Republicans and Democrats, the legislature of 1870 passed an act incorporating the Grand Lodge of the Knights of St. Crispin, and the legislature of 1874 passed the ten-hour law.

How great has been the change of public opinion in twenty-five years! Then few favored the incorporation of trades unions or the ten-hour law. Now the Pope, the Kaiser, the princes of the church, the princes of the world, all favor the right of association and the incorporation of associations of workmen, and the beneficent effects of the ten-hour law are conceded by all.

When the struggle began for a reduction of the hours constituting a day's work, men were required to toil not less than fourteen hours a day, and in some departments of labor sixteen hours. Indeed avarice was so abnormally developed, that physical endurance was the only limit recognized.

Our reading warrants the statement that as early as 1804, or eighty-nine years ago, the first concerted effort for the reduction of the hours of labor began, and was kept up for thirty-six years, when the United States Government conceded the 10 hour day to its employes, equal to 24 hours, or one entire day a week to the toilers. This reduction was brought about by continuous, unrelaxing agitation on the part of workmen—and that too, at a time when organization in any proper sense did not exist, such organization being spasmodic and therefore ephemeral.

It will be noticed that according to the date supplied by the *Economist*, that it was not until 1853, after 47 years of struggle, that an eleven hour day was secured for employes in certain industries, and not till 1874—seventy years after the fight for a ten hour day began was victory achieved, and this was accomplished by organized effort on the part of workmen.

The struggle for an *eight hour* day has been marked by similar antagonistic effort on the part of employers, and in this, as in the ten hour fight, the general Government was the first to make the concession for the benefit of workmen in its employ. In certain trades, victory has rewarded agitation and persistency, while in others, ten hours is still maintained, and how soon the eight hour day shall be established, depends upon the united efforts of organized labor.

As a general proposition, the rescuing of from four to six hours daily from toil, is one of the greatest reformations of modern times. It marks a stupendous revolution in thought, which, starting with workmen, has permeated a very large per cent. of the truly en-



lightened men of the country, because they see in the movement, the ultimate emancipation of labor from the thraldoms that have environed it during all the centuries, and in this enfranchisement of labor, the people see distinctly the conservation of all that is most desirable in our civilization—physical and mental development, independence and self-respect, fealty to order, a steady advance to higher social conditions and security for our free institutions. And the fact that certain employers of labor antagonize the movement to secure a less number of hours for a day's work, whatever may be their boast of intelligence, demonstrates their enmity towards the public weal.

If workmen would unify for an eight hour day, it would be secured within a year throughout the country and the triumph would stand among the most beneficent reforms that glorify our advancement as a nation.

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## THE PULPIT AND SOCIALISM.

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Rev. Myron W. Reed is a very distinguished clergyman of the Presbyterian persuasion. He is one of those divines who "finds tongues in trees, books in running brooks, sermons in stones."

And good in many things, the average theologian fails to discover.

One of the distinguishing characteristics of Mr. Reed's sermons is that he sees more in a text than the average orthodox preacher. In a recent sermon, he had for his text "And I Saw a New Heaven and a New Earth"—and proceeded to show that if socialists do not yet see what was unfolded to the enraptured vision of St. John, they are working industriously in that direction. Mr. Reed thinks there is even now a pressing necessity for a new heaven and a new earth in the United States. He says, "there ought to be a new earth, and what ought to be will be. No one will assert that this is the ideal social system—this one that we are living under. Isaiah would not be satisfied with it, nor Plato. We are not satisfied with it. It is a makeshift." Mr. Reed points out that in New York City, "more than 800,000 people exist on a square mile." Does Mr. Reed think that with a "new earth," people would be less gregarious and more disposed to scatter? if so, then there should be a new set of people to inhabit the new earth; otherwise, we should see a reproduction of great cities, tenement houses, squalor and degradation, such as the world now complains of, and which might be remedied in a year if people would go to the country, where there is only one to twenty persons to the square mile. Mr. Reed remarks that "prophets and poets," as did St. John, "have seen" this "new heaven and new earth," that "Plato looked away and saw Atlantis;" the same may

be said of Lord Bacon, he too saw Atlantis, the dream of the ancients and located it in the middle of the Atlantic ocean, and he refers to Sir Thomas More who, in his utopia, saw the new earth, an imaginary coast, or island, also in mid ocean, like Atlantis, where everything was very much like heaven, as fancy paints it.

Manifestly, things are not just right in this world, and in so far as the United States is concerned, the question arises, who's to blame? Mr. Reed points out that during one recent year, 23,000 evictions took place in the city of New York, and thousands of evictions take place in great cities every year, and yet the people continue to crowd to the great cities; they go from the country to the cities, they prefer the tenement houses with their filth and poisoned air to the delights of country life, and if we had a new earth, upon which the creator would build a four room cottage on every ten acres, the people, at least half of them, would go to the cities.

A New York paper, of recent date, names localities near New York where female help, as cooks, and for laundry work, housekeepers, etc., are in active demand, but cannot be obtained, because the girls want society, amusements, etc., and therefore remain where there are 800,000 people to the square mile and evictions mount up into the thousands annually.

Mr. Reed remarks: "What a summer we had. War up in Idaho and Wyoming and down in Tennessee, and at Buffalo and Homestead. These little wars cost millions. Nothing was settled by them. Lock-outs and strikes will continue. It is no wonder that we hear prophets and poets saying: 'I see a new heaven and a new earth.' They are very much needed." Why do such things occur in the United States? Ah, because the people who have the ballot permit them. Who is going to create the new earth? God? Is this one a failure? Every one says the earth as it is is "very beautiful," and God said, after He had completed it, that it was "good." The trouble has been with man. He is a failure—particularly in the United States of America—and yet, if we accept statistics, he has done fairly well. What is required to improve the condition of man in the United States of America? Here a man, if he is not a criminal nor insane, is a citizen—a sovereign citizen. He has the ballot—a wonderful weapon. He can make and unmake constitutions and laws. If there is anything wrong he can right it. If an officer is incapable, or a rascal, the ballot can turn him out. If the laws hedge up our present opportunities, the laws can be repealed. What more is wanted? Here we have *free* speech, *free* books and newspapers. For five cents a man can purchase a newspaper every day that will take all his leisure to read it through, and with free libraries he can become familiar with the mind treasures of the world. What more does a man want? The free school is here, multiplied thousands of them, which, like springs of pure water, are inviting all to drink, slake thirst for knowledge and go on their way rejoicing. What better earth does Mr. Reed or any other socialist want? What other "divinity" is demanded to "shape the ends" of the country, or of

the government, or of individuals? Before socialism in its present form was heard of, the United States struck all the fetters from mind and soul, and men stood redeemed and disenthralled, free, absolutely free to work out their own destiny upon what was a new earth, not the vagary of Plato or Sir Thomas More or any other dreamer.

Mr. Reed says, "poverty and ignorance get together and crime is born," but he does not say what the result is when wealth and education get together. He does not define the terms "poverty" and "ignorance." A man receiving \$1.00 a day is poor, compared with men whose incomes reach \$1,000 a day, or \$100 a day, or \$50, \$20 or \$10 a day. A man may be said to be ignorant who can simply read and write, compared with a graduate of Harvard or Yale, or Dr. Briggs' theological seminary. People representing that description of "poverty and ignorance" are to be found by the thousands in the United States—men who are poor and ignorant, as compared with rich and educated. This sort of "poverty and ignorance" get together. It is found in all the work shops in all the factories and mines in the land, but *crime is not therefore born*. From the days of Plato, St. John the divine, the prophets and the poets, crime was born when the rich and the educated got together, and what was true in the far away days, when this earth was new, has been true all along the centuries, and is true now. The poor and uneducated have been the toilers, the builders, have constituted the army of progress and are now the hope of the world. In the ranks of the rich and the educated are those who rob the poor, as did the Pharisees, who "devoured widows' houses." Christ gave them a "new heaven and a new earth," but not the kind they wanted. A few concluded to form a community and have all things in common. It was the socialistic idea, but they mistook the meaning of Christianity and exhibited profound ignorance of human nature. Ananias concluded to join the community, went in with a lie on his lips and was carried out dead. And his wife followed suit, and the first society was wrecked, and all subsequent schemes of the sort have proven failures.

We return to the proposition that in the United States of America we have the "new earth and the new heaven." Not the dream of Plato and Sir Thomas More, nor the thing which John saw while on the Isle of Patmos, but a country extending from ocean to ocean, a country of boundless resources, capable of supporting a thousand millions of people, and this country is the new earth and the new heaven of workingmen, if they can be made to understand the fact. They can improve and embellish it until all of its square miles shall resemble the poet's wildest fancies of fairy land. Already this is a government of the people, by the people and for the people. The workingmen are in the majority, and therefore this is their country and their government, their new earth and new heaven. They can have such constitutions and such laws as they desire, and such Presidents, congress, legislatures and officers as they wish. They can maintain their individuality, be free and independent, and have just

the kind of a new earth and a new heaven they may deem best for their happiness.

Mr. Reed in his sermon advocating socialism, says, "I am as ready to buy meat of the United States as to buy it of Mr. Armour." Evidently it is the socialistic idea to have the United States turn butcher and supply the people with meat, turn grocer and retail soap and soda, turn gardner and furnish vegetables, organize a dairy and peddle butter and milk, and so on to the end of the chapter, and this would be a realization of Plato's dream and the vision of St. John; Atlantis and Utopia, castles of moonshine which prophets and poets have built as their imaginations have dictated.

Workingmen are in the majority, and if they will unify upon common sense lines and use the ballot to enthrone justice, the new earth and the new heaven will come—and come to stay. Wages will be just—homes will be beautiful and vocal with songs of contentment. The Government will not reduce the man to a thing as in Sparta, under Lycurgus. Man will still be man, and not a part of the rolling stock of the Government. Courts will inspire confidence, and judges will not be clothed in robes smirched in the filth of apostacy. Already we are reaching out for the new earth and the new heaven—not an Atlantis nor a Utopia, a land of butterflies and buttercups, rainbows and moonshine, but a country in which fact supersedes fiction, and honest wages reasonable hours of work, just laws and high-minded judges hold sway.

## THE COST OF AN IDEA.

The New York *Sun* says "the war for the Union was fought for an idea, and the idea was worth all it cost. The idea was the Union—

The union of lakes, the union of lands,  
The union of States none can sever;  
The union of hearts, the union of hands,  
And the Flag of the Union Forever."

The *Sun's* estimate of cost relates entirely to the money cost, having no reference at all to the cost of human life. The sum total of the cost is given as \$8,425,185,017, and is itemized as follows:

Current war expenses . . . . .	\$3,144,975,087
Bounties other than Federal . . . . .	285,941,128
Estimated private contributions . . . . .	50,000,000
Loss of soldiers' productive labor . . . . .	1,017,241,200
War claims of various sorts . . . . .	140,000,000
Interest on war debt . . . . .	2,355,829,102
Pensions on account of civil war . . . . .	1,431,198,500
<b>Total . . . . .</b>	<b>\$8,425,185,017</b>

Of this enormous sum something like \$7,000,000,000 has been paid. How many millions will yet be required to pay pensions is past

finding out, but from first to last, all that has been paid, and all that remains to be paid, will be paid by labor, or it will never be paid. It does not matter about the methods resorted to by the government to raise revenues, nor under what name taxes are levied, all revenues, all taxes, all debts are paid by labor. If the armies of labor were to stand still, revenues would cease then and there; hence, in so far as money saved the Union, it was supplied by labor, and therefore labor saved the Union. There is in such conclusions nothing fanciful nor far fetched. The logic is based upon axiomatic facts, beyond controversy and absolutely impregnable.

In looking at the matter in the light presented, there are those, who, like the *Sun*, assert that the Union or the idea of the Union was worth all it cost. And we are told that the war which cost so much treasure emancipated seven millions of African slaves. True. We would not, if we could, either dwarf or obscure the sublime fact. But now labor inquires: What has the expenditure of so much money done for labor? It asks someone, anyone—statesman, statistician, economist, philanthropist, labor leader—indeed, it asks the nation of 65,000,000 souls to point out something that has inured to the advantage of labor.

Any dispassionate survey of the field of labor forces the conclusion that while labor pays more than eight billions of money to save the Union, all that labor has received in return is its share in the glory of the achievement. The "progress and poverty" of labor since the Union was saved are as conspicuous as the progress and wealth of syndicates, trusts, corporations, and monopolies generally. They have flourished. Laws have been enacted, state and national, for their benefit, and the courts have come to their assistance on nearly all occasions; and so potential have they become that the armies of the states, at the tap of the drum, shoulder loaded guns, ready at the word of command, to make workingmen as quiet as the Chinaman, who

"Fell down upon the floor,

And subsequent proceedings interested him no more."

It is possible that some benefit has accrued to the negro, but we are referring to the white men of the nation who work for a living. If the saving of the Union, after an expenditure of more than eight thousand millions of dollars has benefited them, there ought to be some data at hand to prove the declaration.

Thinking men are devoting some attention to such subjects, and the result is that workingmen are concluding if they are to advance it must be through organization, and that all toilers must band together to achieve victories, and that they must take a more active part in legislation and in the administration of affairs. There is an abundance of prosperity, there is grand advancement, there is fabulous wealth. The trouble is that while labor is ceaselessly contributing of its skill, its muscle, its life, it is not counted as a factor in the distribution. It pays the cost of everything, and is merely permitted to live. A great reform is demanded and must come.

# CONTRIBUTED.

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## OUR INIQUITOUS SOCIAL CONDITIONS.

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BY S. D. GUION.

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Under present conditions, in order to obtain what seems to them the most desirable, the greatest benefit and the highest good to themselves, men will overthrow, trample on others and wrench from them all that is possible to be gotten. Indeed, such is the only means by which some can rise above others. Perhaps there are but few who would pursue such a course with malicious intent; they follow the usages of society, conform to the customs of the times, obey the laws, taking advantage of them to obtain their rights when deeming they have been wronged.

It is generally considered that wealth is the most desirable, the highest good. Wealth gives power, ease, luxury; these constitute the ideal, the acme of human happiness. The usages, customs and laws of the day are the outgrowth of the present pernicious social system; are noxious, must produce evil, must warp the minds and harden the hearts of men. Man is the creature of circumstances, of education, of environment. Men have met with opportunities which they have taken advantage of, hoping to better their condition, even though but temporarily, but which have in fact started them on a career to wealth and fame, though such instances are rare.

The more wealth and power men obtain, the greater is their greed, and the more eager are they in the pursuit thereof. Great corporations and combinations controlling millions of capital are ever devising new schemes to facilitate and enlarge the flow of wealth into their coffers; the only question with them is, how can we increase our profits? Being soulless, they do not stop to consider that the increase in profits, and enlarged flow of wealth into their coffers will surely bring a greater amount of poverty to thousands of the toiling poor, and perhaps starvation to many. The most notable case of recent years was the lockout at the Spring Valley coal mines. There has been no other so thoroughly ventilated, so minutely described. One cannot read the story—and the internal evidence proves it true—without being convinced that it was a deliberate scheme of the rich to rob the poor.

The Chicago & Northwestern Railroad Company learned that there was coal at Spring Valley, and took measures to ascertain the richness and extent of the deposit without exciting the suspicion of the inhabitants of that section of country. They bought 15,000 acres of field and forest, for which they paid the farmers, who were very

glad to sell, an average of about \$60 per acre. They then formed a coal company and a town site company, and laid out the town of Spring Valley. By means of flaming and seductive advertisements strewn throughout the country, and particularly in the coal mining districts, they attracted to their new town the best and most well to do element of the mining class. Those who had been saving and thus accumulated a few hundred dollars, saw, as they supposed a superior opportunity to better their condition. Captivated by the delusive advertisements of the company, many hastened to Spring Valley and bought themselves homes, a few paying the purchase price at once, others paying a part and giving a mortgage for the balance, payment of which was to be deducted from their wages; while many, having no money, bought homes and gave mortgages for the whole of the purchase price, payment to be deducted from their wages as in the other cases. The land which the company bought for \$60 per acre, was sold to these poor miners at the rate of thousands of dollars per acre. The company kept the country flooded with their advertisements, men kept coming seeking work; there was always a surplus of workmen at the mines, and every possible means was taken to keep the earnings of all down to that point which would just enable the men to live after paying the weekly installments on their mortgages. The company made sure that the men should have nothing to lay aside for emergencies, and kept them in debt at their store. By such means the company kept their employees in a constant state of dependence, and by a lockout at any time could deprive them of, not only their means of subsistence, but also of their homes, by rendering it impossible for them to meet the payments on their mortgages, which would give the company a pretext to foreclose, thus driving the men from their homes upon which had already been paid somewhere between 500 and 1,000 per cent. profit on the original cost to the company.

This the company did. The mines were closed, the men were locked out, and most of the people of Spring Valley were face to face with starvation. The majority of the miners left for other parts seeking work, and it was only through outside contributions of provisions, medicine and money that those who remained with their wives and children were kept from sickness, starvation and death.

These millionaire mine owners followed the usages and conformed to the customs of the times; they disobeyed no statute law, they did only what the law gave them the right and power to do; yet they committed a most heinous robbery. They lured these poor miners to Spring Valley by fraudulent promises, and inveigled them into buying their land. But before they could pay for the land they were locked out and thus deprived of the means to pay. The company kept the money already paid, foreclosed the mortgages and repossessed itself of the land together with the improvements, thus consummating one of the meanest robberies of the age.

The present baneful social system is responsible for all such robberies. Before the lockout the company had secured possession of

40,000 acres of land, all supposed to be coal bearing. Under the present system they could evict if they pleased, let those use it whom they willed, put it to any use or, if they chose, keep it out of use. All life comes from the land; just as people are restricted from the use of land does their power of maintaining life become lessened, and, in that degree, is it possible for the millionaire and monopolist to take advantage of the restricted ones, which they fail not to do. With the land in their possession—while private property in land is lawful—the millionaire and monopolist can dictate to the landless ones the terms on which they shall be permitted to maintain their lives, and in what manner they shall do so.

The Spring Valley Coal Company—which was the Chicago & Northwestern Railroad Company, but with different members for its officers—having succeeded in luring to the mines a surplus of labor, having received the greater part of their pay from those who had bought land, and, wishing to regain possession of the land, took advantage of the law which gives them the power to evict or dispossess for non-payment according to agreement. Believing that by reason of private property in land, those evicted could not maintain their lives without complying with such terms as they—the company—should be pleased to dictate, the mines were closed and the men locked out. This is but one particular illustration of the gigantic evils for which the present pernicious social system is responsible. There must be—in fact there is—a sure and certain remedy for all social and economic evils. It was the right to hold private property in land that gave the millionaires the power to accomplish their hellish scheme of villainy at Spring Valley. To make it impossible for such evils to occur, and such villainies to be enacted, the right to private ownership of land must be abolished, or, to state it exactly, the private ownership of the rent of land must be abrogated by taxing it into the public treasury. This would be right and just, because the community creates the rental value of land. Land itself can have only use value; it is the location or site to which the community gives rental value. The only right to land is the right to possess and use it; this is a natural right, a right to which everyone is born. Tax land values (we will still call it land values); take the whole rental value for public use—a tax on the rental value is practiced at present, though only a part is taken; if it is feasible to take a part, then surely it must be feasible to take the whole—and as it would restore to all their natural rights, make it possible for everyone to make a good living and enjoy the pleasures of life perfectly independent of others, it would undoubtedly be just. Tax the full rental value of land and there could be no more speculation in land; no one would have to give the earnings of a lifetime for the use of a piece of land on which to build a home, or from which to make a living. No one could pay the tax without using the land, and anyone could use and occupy idle land.

Had this system been in force, the Chicago & Northwestern Railroad Company could not have initiated and carried out its scheme



of robbery. At no time would their employes have been dependent on them, as when they went to Spring Valley there was plenty of idle land on which they could have built homes, and from which they could have made a living, and so have been perfectly independent. The company would have been compelled to pay good wages and treat their workmen in all respects with consideration and justice.

The present social system upholds and maintains private property in land, makes it possible for the few to rob the many, and breeds millionaires and monopolists. This robbery taints every class of society; some debauched with riches, some wallowing in poverty, and some ever hovering between the extremes, contaminated by the general vitiosity. The first, obtaining or adding to their riches by no labor of their own, but by schemes and devices which will not bear publicity unrebuked, taking advantage of the necessities of others, extorting the last cent, ever relentlessly exacting the pound of flesh, their minds become warped, their hearts indurated, and, when transacting business, unconscionable. The others are but the complement of the first; they must be because the first are.

There are millionaires and tramps, rich and poor, beggars and thieves, murderers and suicides, drunkards and harlots, poverty, misery and degradation the most heartrending, and this too where there is more than enough for all; where gold is hoarded by the millions; where the granaries are overflowing, and the warehouses bursting with goods. Private property in land is the cause of these evils; the single tax is the remedy.

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## SINGLE TAX FALLACIES.

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BY W. H. STUART.

No. 8.

In the June MAGAZINE I summed up the argument against the single tax as follows:

What is it that the single tax theory offers to those without capital, the class that compose 95 per cent. of our population and that produce *all* the wealth? Merely this; all that can be produced on land at the "margin of cultivation," *i. e.*, on land with no rental value, and with the poorest tools in use. The difference between what could be produced on land of no rental value, and on land of the highest value would be confiscated by the single tax. The difference between what could be produced by the poorest tools and that of the highest productive capacity would be confiscated in the shape of interest by the small class of non-producers, who by the possession of capital and machinery will be enabled, as now, to appropriate all over a bare living to the real producers. For any lowering of the cost of subsistence that might be effected by the decrease in the rent of land, any improvement in our fiscal policy, or by changes in our financial system; under the operation of the well

known "Iron law" of wages, remuneration for labor must continue to depreciate to the minimum amount for which the laborer will continue the production of wealth.

In other words, as the wage system would not be disturbed, the capitalist class, who control the modern machinery of production, would continue to purchase labor at the cost of its subsistence. Any advantage that would accrue to labor by the government confiscation of rent would be lost by the competition between laborers that would inevitably reduce wages to the point of bare subsistence.

This proposition may not be true, but it is plain and intelligible, and should be readily understood by any one of ordinary intelligence, and that possesses a rudimentary knowledge of economic conditions. I may be permitted to doubt, however, if my critic, the eminent professor of "disequilibriums" and statistics, has grasped the full strength of the claim. But in order that I may do him no injustice I will quote his own words:

One of those friends of ours expressed himself as follows in the June number: "What the single tax offers to 95 per cent. of the people, the wealth producers without capital, is only what they could get on land of no rental value and with the poorest tools in use; all the rest would be confiscated by the single tax, for the benefit of the 5 per cent. non-producers." Well, the average annual product of our family average group is called \$1,000, although really but \$900, because at least \$100 is used to make up for the wear and tear of our tools of production, including the keeping of our working animals, horses, &c. The average product per family group in the poorest land and with the poorest and is \$400 at the utmost. That is the approximate sum that our average farmer, in the wilderness, earns for the whole year, if as much as that. We have then a difference of \$500, which we should multiply by 12,000,000 working families. That will give us \$6,000,000,000 to be confiscated by that dreadful single tax, the scarecrow of our wise and timid socialistic friends, all according to the statement we have quoted from the June number. About twenty-five lines below, in the same article, we find another statement as follows: "The single tax, by destroying monopoly rent, would bring economic rent down to  $\frac{1}{10}$  of the former." That would be say, \$150,000,000, since monopoly rent could hardly be over \$1,500,000,000.

Did you ever see a more funny logic in your born days? The single tax is made to go up to \$6,000,000,000 and down to \$150,000,000 per annum, from \$90 per capita of population down to a little over \$2 per capita. And that absurdity is not big enough for our friends, according to the article in question, because, while the lower sum is supposed to be the one that alone could be collected by the nation as total public revenue for all public needs, the larger sum, the \$6,000,000,000, the \$90 per capita of population, that would be confiscated from the workers and go into the coffers of the monopolists, the 5 per cent of the nation. And the latter are such a pack of idiots that they have not yet become single taxers! No explanation is given of how the two processes could be the result of the same reform, or should be expected to coincide if the reform took place.

I have stated more than once that the average single taxer is unable to understand the arguments of his opponent. Whether this singular fact is caused by the mental exaltation produced by an attack of single tax mania, causing the victim to believe that no prophet shall arise in Israel after George, or to the perversity due to diseased conditions, I know not; but the above is a striking verification of the claim. In the first place the quotation given in the first

paragraph—within quotation marks—as my exact words, is a fabrication pure and simple. I will charitably suppose, however, that he thought he was giving my statement of the matter, but it was a slovenly and careless action. It neither copied my words, or expressed my belief. But let it pass. What I desire to call attention to especially, is the astonishing results that are made to follow as logical deductions from my arguments. As a statistician the professor has passed the stage of glory and almost reaches the divine heights of sublimity. Note the statement, "That will give us sixty billions to be confiscated by that dreadful 'single tax.'" Which sum it appears is to "go into the coffers of the monopolists, the five per cent. of the nation." This amount, by the way, is the total estimated amount of the wealth of the country, and about four times our annual product. But if the facts do not agree with the statistics of the professor, so much the worse for the facts. Trivial things like facts must not be allowed to interfere with the calculations of one who deals in the grander problems of "international disequilibriums." But this is not all, if I understand him correctly, there is a further trifle of 150 millions that "could be collected by the nation, as total public revenues for all public needs." This is 6,150 millions of revenue annually collected over and above the cost of subsistence. (?)

All this the result of my unfortunate statement that present economic conditions would continue under a single tax régime. Is it any wonder that the professor asks in language almost as correct as his statistics, "Did you ever see a more funny logic in your born days?" Never, professor, never. I doubt if it was heard in prenatal times either. We give it up; and are hoist with our own petard, as it were. As you justly observe, "the above is incomprehensible;" and we appreciate your kindness in adding, "if we have misunderstood you, let us hear about it."

As our critic says: "We desire to carry on this discussion without any spirit of personality, simply as a noble struggle to master all the fundamental truths in the realms of economics;" and in this search we only ask permission to pay some little attention to established facts that your statistics entirely overlook.

My statement that, "even with the single tax in force, the possession of capital and machinery would enable the non-producer to appropriate all over a bare living to the producer, on account of the 'iron law of wages,'" is really too ridiculous for the professor to waste time and argument upon. Any school boy knows that the single tax and the aforesaid law could not exist together. Everybody knows that the "'iron law of wages' and all the other atrocities of that dismal science, the old political economy, were annihilated by Progress and Poverty in 1879."

That immortal book, the professor assures us, "appeals to the humble student, but finds no response in the proud, infatuated with his ignorance." This is a beautiful sentence, but if the professor would kindly allow me to add the words "and ignorant" after the word "humble," it would not destroy its beauty, and would give it additional force and truth.

"As for capital controlling labor without controlling land, that is the most fantastic superstition that ever took hold of the human mind."

The professor makes very short work of this claim by an illustration: "Take a plow worth \$10. There you have a \$10 capital; and such capital is a complete negation until a man uses it on a patch of ground."

Therefore, the professor assumes the landlord controls all capital. Well, let us put the statement in a little different form. You know the only proof in an example in mathematics is to work it out in at least two ways. For instance, "take a five million iron and steel plant at Homestead; there you have a five million capital, and such capital is a complete negation until labor uses it to manufacture iron and steel." Now, see the beauty of the single tax; had the land not been monopolized, the strikers could have started another factory and run Carnegie out of business. Wonderful! Just think of it! If Carnegie had had to pay the single tax instead of owning the land, how long could he have held out? Even hot water and electric wires could not have saved him. Or, if the "idiots," as the professor calls the people around Homestead, didn't care about starting opposition works, they could have taken up land in the vicinity and gone to farming. And then, under the single tax, the abandoned farms in New England could not be monopolized by greedy landlords and held out of use as they are now.

No, somehow the example of the ten dollar capital in the plow will not work out with the five million capital in the iron and steel plant, or in pipe lines, or manufactures of any kind. We are willing to confess that if capital would confine itself to plows, scythes, hand reapers and flails, many of the examples given by single taxers could be worked out very nicely.

In conclusion, the professor is very severe on the socialists. He says: "And, remember, we don't want economic rent determined by any set of government officials." (By the way, this is the very thing the author of that "immortal book" insists must and will be done.) "We don't want plutocracy in any form, not even one composed of socialistic saints."

This is rather hard on socialism, for if there is one thing the socialist is fond of, it is a sleek, healthy, well-fed plutocracy. "Nor do we, the people," continues the professor, "want wages determined by government officials." This is the unkindest cut of all, for above all things your socialist is a stickler for the "wage system." He may smile at attacks on capitalists, may keep his temper when you slander plutocracy; but, deride the wage system, and you arouse his honest indignation.

So much for a specimen of single tax "statistics" and criticisms.

I am aware that many may urge the unfairness of treating seriously the "statistics" and *sich* of this unfortunate gentleman, who is evidently in the last stages of *dementia singletaxiosis*, but to this charge I can answer that he is considered by others in the earlier stages of

the same mental disease, as an authority on single tax economics. His "statistics" are quoted favorably by Mr. Middleton and other writers for this MAGAZINE, and I am not at all sure but that his wonderful statistics and peculiar estimates may not become a distinct and powerful addition to single tax polemics.

We remember that just as an honorable member of parliament had concluded reading his statistics and figures to prove to the assembled house that it was impossible for any steam vessel to carry sufficient fuel to cross the Atlantic, the news came that the plaguey ship had got across.

History is silent as to whether the gentleman denied the fact, or admitted a fallacy in his statistics, but had he been a sufferer from *dementia singletaxiosa*, we have no doubt he would have made the denial rather than the admission, as one of the symptoms of that disease consists in denying facts that oppose any of their peculiar theories.

It never surprises us to hear that anyone *has* been a single taxer, but it is always a source of surprise and regret that he *is* one.

In the August MAGAZINE Mr. Middleton complains of the difficulty of understanding my terminology. The distinction between loan, or contract interest, and natural interest, is to him particularly confusing. He appears to think it was loan interest "about which George and pseudo economists like Adam Smith, Ricardo, and Mill spent so much time". If he will make himself a little more familiar with those writers, including George, he may understand it was natural, not contract interest, "about which they spent so much time."

It may also be a relief for him to discover that I did not invent the terminology; neither was it invented by Karl Marx, whose lofty contempt for other economists he so greatly deprecates. He will find the subject ably discussed by Dr. Böhm-Bawerk, in his scholarly work, "Capital and Interest." Prof. Smart, in his introduction and analysis of that work, says, "Now, it is interest proper, obtainable by the owner of capital without risk and without personal effort that is the object of our problem." He rejects loan interest, because in speaking of national debts he says, "The nation as a whole can not pay interest on its debts, unless the nation as individuals produce the wealth wherewith the interest is paid; otherwise the nation will be paying away its capital." And again, "The surplus that we call interest appears primarily in the price of products—that is to say, interest is in the first instance paid by the consumer of goods in the price of the product he buys. \* \* \* Loan or contract interest is secondary or derivative." Böhm-Bawerk points out that the ancient prohibition of interest from the time of Aristotle to the sixteenth century, did not apply to profit made by personal employment of capital. The cause that brought about the abandonment of the laws against interest, came as a result of the rise of the capitalist system of production, and the growing conception of the fact that loan interest rested upon the same ethical basis as natural interest,

or profits of industry. The clergy were soon converted over to the side of the exploiters, whom they defended with the same enthusiasm that they later displayed for the beneficiaries of African slavery.

Then again, my statement that the old economists defined capital as "that part of wealth used for the production of an income without personal exertion," Mr. Middleton finds perplexing. He says: "I was astonished when I read this, and tried to think what economists he referred to. I thought perhaps my memory was at fault, but upon investigation have been forced to the conclusion that it was not the fault of my memory, but my lack of knowledge of the 'old economists.'"

I assure Mr. Middleton that I fully agree with his conclusion, and I fear upon continued investigation he would be compelled to include the modern economists. He will be surprised to discover that my definition of capital is practically the universally accepted one from Aristotle down, and even includes Henry George. There is perhaps no economical term upon which there is such practical unanimity. I have already quoted Prof. Smart regarding interest, "obtainable by the owner of capital without risk or personal effort." Dr. Böhm-Bawerk, in the introduction to his work, "Capital and Interest," posits the problem as, "The phenomenon of an income flowing constantly from all kinds of capital without personal exertion of the owner."

Mr. Middleton says Adam Smith defines capital as "that part of a man's stock from which he expects to derive an income." Add, without personal effort—which Adam Smith assumed—and you have the same definition. Mr. Middleton says: "Certainly a large body of producers and dealers, usually called capitalists, work for what they get." Usually they scheme and gamble for it. But admitting they do, every capitalist will make a sharp distinction between what he derives from the mere use of his capital, and what he considers the reward for his work, his wages of superintendence, or "rent of ability." He can receive a certain return for the use of his capital without any personal exertion. If he uses his capital himself in production, he will expect to receive the same return, and in addition, his profit as an undertaker.

There is nothing incompatible in my definition with that quoted from the philological dictionary named by Mr. Middleton, viz.: "Wealth in any form used in producing more wealth." Add, "for the benefit of the owner of the wealth so used," and we reach the same definition. For it will be admitted—except in rare cases for charitable purposes—capitalists never use wealth for the mere indefinite purpose of producing more wealth.

I hope I have now removed some of the perplexities that so strangely embarrassed Mr. Middleton in regard to the various kinds of interest, and also cleared away the mist that enveloped the "old economists." I quoted the "old economists," not because there was any practical difference in definitions, but because they were more

frank, and did not attempt to disguise the real object of capital under an euphemism, like George and other "pseudo economists."

I shall now discuss the reply that Mr. Middleton makes to the concrete illustration of the capitalist system of production, as exemplified at the Chino Sugar Factory, that I offered in the July MAGAZINE.

Before doing so, I desire to say a few words on the "iron law of wages," first enunciated by Ricardo. The law is expressed by the formula, "that under free competition, wages will continually tend to the minimum upon which the laborer will consent to reproduce." This law is an evident corollary of his theory of rent, and under primitive conditions, monopoly of land would be a sufficient cause. Under conditions of scarcity of land rent would certainly absorb all surplus wealth over a bare subsistence to the laborer.

George's theory is, therefore, that if we abolish private absorption of rent, and confiscate it to public use, all would have equal opportunities for the production of wealth, and involuntary poverty would be abolished. Under conditions that existed in England during Ricardo's time, the claim of George would have some truth. The *impôt unique* advocated by Turgot, Quesney, and others of the physiocrats, would have reached probably 95 per cent. of all the wealth of that time. But the advent of modern machinery and new industrial conditions have completely revolutionized economics, agriculture is no longer the principal industry. Manufacturing nations like England, could practically abandon agriculture and give employment to its population in manufacture, which could be exchanged for the products of agricultural nations. Therefore, millions are depending for a living on capitalist employers in manufacturing industries. Improved methods in agriculture, the employment of expensive labor saving machinery, made small farming unprofitable, even in this country of vast agricultural areas the small farmer is being eliminated, and the man without capital is becoming more and more the slave of the large employer. Under such conditions "access to natural opportunities" becomes a mockery, and competition for work keeps wages down to the point of subsistence.

We have in this country, like all others, a certain standard of living, which varies according to the class of workers. Any wages that will purchase subsistence according to the standard, will set labor to work. Nothing above the wages necessary to sustain this standard need be paid by the employer. Any cause that would increase the demand for labor would of course tend to increase wages temporarily, but the constant displacement of labor by new machinery, and immigration, soon reduces wages to the old standard.

If we bear these facts in mind we may be better able to judge of the strength and force of Mr. Middleton's arguments.

Let us now return to the factory. It will be remembered that beets under private ownership of land brought \$4.00 per ton. Fifty cents per ton was the cost of the rent of the land. We introduced the single tax; eliminated the landlord and landlord; assumed for

the purpose of illustration that land could be obtained free, and presto! beets fell to \$3.50 per ton. Why? Because the standard of living could be maintained as well on \$3.50 per ton as it could formerly on \$4.00. Why need the owners of the factory pay more? The problem I proposed was: "Given the tools and instruments of production in the hands of a small class—and under private ownership they must belong to a small minority—*why should wages, any more than now, exceed a bare subsistence?*"

Mr. Middleton replies: Under the conditions given, the laborer gets the use of the land for a small annual tax in lieu of all other taxes; that he cannot be deprived of his land only on failure to pay his tax, and then he must be compensated for his improvements; that loan interest being abolished, he is also free from that expense. On the other hand, the capitalist has invested his capital in machinery and buildings, which he quotes Karl Marx to show must be used in order to become productive, and in addition falls a prey to the destructive influences of natural forces. All of which is true. Under these conditions Mr. Middleton asks: "Is not the capitalist absolutely dependent upon the beet grower for his beets, and upon his workmen in the factory for their manufacture into sugar? Again, is he not absolutely dependent upon the sugar for his bounty? Before he can get returns he must sell the sugar. Mr. Stuart must suppose the beet growers and laborers in the factory are imbeciles if under such conditions they cannot command their just proportions, both of the bounty and the market price of sugar."

Mr. Middleton further says that if the price of beets was lowered to \$3.50, the producer could drive back to his farm and feed his beets to his stock. This assumes that the laborer has sufficient capital to keep on hand cattle to feed their beets to in case the price at the factory is lowered. But they don't do that now. Why should they do it under a single tax régime?

Mr. Middleton feels confident the loss the capitalist would suffer through the deterioration of machinery and buildings would soon bring him to terms. Indeed! Why don't it now? Did Frick or the strikers at Homestead finally give in? Mr. Middleton says also that the laborers could co-operate, start factories and produce their own sugar. Well, why don't they do it now? The high price of land does not prevent them at this time. Why don't the laborers strike for \$4.50 or \$5.00 per ton? Wouldn't the machinery rust in the buildings and rot as quick as under a single tax régime? As a matter of fact, at other factories in the northern part of the state, \$5.00 per ton is now paid, and they formerly paid \$6.00 per ton, and the factories made money at that price. Why don't they insist on the same price at Chino? The reason is that labor is more plentiful here on account of a larger city to draw from, and the laborers can easily return after the crop is sold at Chino. All this inures to the benefit of the capitalist. Anything that will reduce the cost of subsistence of the laborer will simply add to the amount of "surplus value" that the capitalist can appropriate. It is probable that the



owners of the factory at Chino could pay \$8.00 per ton and make money, but they need not pay more than \$4.00. If the producers should introduce a new variety of beets containing twice the saccharine matter as those now produced, the advantage would not inure to the producers, either under present conditions or under conditions where the land was absolutely free. Capital would still continue to absorb all wealth over a living to the laborer.

In a country where land was scarce and all of it needed for the support of the population, the landlord could absorb the principal part of all surplus value in the shape of rent. But under conditions that obtain with us, the ownership of the machinery of production is the principal means by which surplus value is extracted from labor.

I shall reserve further considerations of Mr. Middleton's reply for a future article, as this one has already grown beyond proper dimensions.

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## KISS ME, DARLING.

BY FRANK A. MYERS.

No. 3.

[Concluded.]

And he found a good position in the west.

It was not long, however, till he was again dismissed from duty, and for a time he knew not why. A friend at Curtis wrote him the first stunning intimation as to the cause of his discharge. The anger-provoking information was that Mrs. Redfern had heard of his employment in the west and had pursued him with malice prepense and by unfair representations had effected his discharge.

"That woman had a pretty face but an ugly heart. She is a she-hempbrake, a regular singe-cat, and I'll bet a pewter button." Tol was not placing any check on his tongue or feelings. "Whew! what a venom in her little, unforgiving soul. She is a human viper—that crawls pretty low. The goodness in her nature would not leaven a lump of meanness. But such is life—in large cities, as some 'poet' has said. If her gall follows me here, I'll go farther west."

After three months' service at Ogden he was again dismissed from further service in the company's behalf. He suspected the author of his trouble this time. But he bravely bore up under the difficulty, and pushed on to the Golden Gate. He had hoped he might yet escape this mad, avenging nemesis, get far enough away from her, where her unreasonable, vicious, unfeminine hatred could not reach him, but he reckoned without his host. He had yet to learn the fury of a woman defied, the hate of a woman abused.

Again her vengeance overtook him, and again she triumphed in his overthrow. It was dawning on him by slow degrees that Mrs. Redfern meant to hound him to death, to bring about his complete downfall, to utterly ruin him. With this new understanding of his real condition in life; with this appalling comprehension of the obstacle that lay in his way up the rugged incline of enlarging manhood; with a glimmer of the possible defeats and sorrows for him in the promising future, he set to work to defeat the machinations of a designing woman that could touch him and cause him to fall at a distance more than half across the continent away. To do this he changed his name, and thus concealing his identity he retraced his steps to Denver, where he secured a very pleasant and lucrative position as day operator.

There he formed new associates, and the world was going very well with him. Life again, at his all-bounding age, promised everything, with no possibility of defeat. His friends—o, well, if they did not know where he was. He was living a romantic sort of existence; a new "point," with a singular zest, had been added to it by the adoption of a new name and the birth of the resolve to defeat the vengeance of a beautiful human tigress; and his friends at Curtis would not grieve much over the supposed death of Tol Vernon. Yes, there was no Tol Vernon now. This was Mr. Rube Ruston, so his new-formed associates at Denver called him.

"I'd like to see Mrs. Geddis T. Redfern find Tol Vernon now," he mused one morning, about a year after he had "struck" Denver, as he walked to the depot telegraph office, where he was employed throughout the day. "I think the burial of Tol and the resurrection of Rube has been a successful ruse, and since she has no spite at Rube she will never think, of course, of looking for him. I'm Rube Ruston, if you please, and not Tol Vernon—don't you see? Tol's identity is gone, and there is no such fellow. But Rube, nevertheless, knows Mrs. Redfern, and he knows no good of her, he is sorry to say. I don't believe Rube would say to her in the early morning in a car window, 'kiss me, darling!' Rube knows better. O, law sakes alive, as the old maids say, this is a queer world!"

About a minute after he stepped into the office the instrument called him. The news was appalling. Passenger train No. 5 wrecked one mile below town, and a fearful slaughter of the people. Get out train, help and doctors. This dispatch was from the telegraph office in the vicinity of the railroad shops, near where the wreck occurred, and it put a new nerve and resolution and impulse into Tol, as we shall continue to call him, for reasons that are obvious to the careful reader. He threw himself into the chair and made further inquiries about the awful casualty, and then told those about him what to do—giving orders right and left. Soon a multitude of people started for the scene of the fearful calamity, but Tol sat at his post at the desk, "pounding brass" all day, like one rooted to the spot. Far and near he sent the news to the friends of the dead and injured. It was a fearful time, most exhausting work, and an ordeal never to be forgotten by

those who were in it as Tol was. He could not leave his seat all the day long, even for a minute, and nothing to eat and only one glass of water, so busy was he telling the awful news to the outside world and answering inquiring people, anxious about their traveling but wrecked friends. He stuck to his post like the true hero that he was, and never for a moment thought of giving it up to rest his overstrained nerves and over-taxed endurance. The day waned and the night came, and the excited people talked and moved here and there in confusion, but Tol stuck to his post of duty. There was no relief for him, and he did not ask any. It was enough for him to know that he could do something to quiet the feelings of the anxious ones far away, if he could not directly assist in relieving the pain of the injured and dying. Indeed, Tol was a real hero, a man of grand humanity and one worthy of the highest encomium.

It is not the purpose here to carry you, dear reader, through the harrowing scenes, the distressful sounds, the shocking wails, the terrifying confusion, the frightful row of dead, and amid the awfully mangled and bleeding and distorted human shapes here and there. Fragments of cars everywhere, engine broken out of all shape, track and ties torn up, the very earth plowed around, everything mere splinters of what they once were, and piled up in startling and confused manner, nothing resembling the once proud train. People pulled and pried pieces of broken timbers off of the dead, pinned to the earth; others tenderly helped the imploring wounded to more comfortable positions; and still others dug among the ruins to find those who might be buried out of sight. Men shouted to others to do this and to do that, the sound of the hammer and the saw was heard, the cries of the injured and the hiss of the wrecking engine shocked the air and made a never-to-be-forgotten discord. O, God, the shrieks of the wounded, and the pitiable moans of the fatally hurt! And then to add to the ghastly and frightful scene, and as if to intensify the horrible affair, the rain began to fall soon after the accident and made the situation of the wounded more wretched still, and the timbers so slick that men could scarcely pull them around, and the earth a miserable mud-puddle. Crowds of people came and looked on, hushed and awe-struck and shocked. Doctors tendered their services and did all they could to relieve the injured. The railroad company supplied vehicles to convey them to the city to comfortable quarters and saw the unclaimed dead neatly disposed in the morgue. It was an awful affair, and the complete history of it will never be written.

It happened this way: A long freight train failed to get more than half its length into the side track before the arrival of this swift flying passenger train, bearing its burden of precious freight in the opposite direction, and as a result the passenger train glided along the side of the freight train until it was crushed and pushed off the track and into the ditch. The coaches all piled upon one another and caused a fearful, shocking, horrible affair!

About ten o'clock that night, amid the cold, dripping, soaking

rain, a woman was gently borne from a car in which she had been brought from the scene of the wreck into the light of the ladies' waiting room at the depot by strong but gentle men. She had lain buried beneath the timbers all day, and was almost abandoned to her fate, when by a lucky accident she was discovered by a tireless laborer. At once they set to work and rescued her. She was a pitiable sight, wet, feeble, pale, haggard, and nerve-shocked. While no bones were broken, internal injury was feared, and not without good grounds. As they bore her into the depot she gave forth several gasping sounds.

The muffled voices and shuffling feet attracted Tol's attention, and he arose from his chair, where he had been practically glued all day and up to this hour of the night, and gazing through the ticket window saw the pale, wet form of a helpless female. He knew the poor thing had just been brought in from the scene of the wreck, and her distressful appearance shocked him. His first impression was, as he gazed at her under the yellow gas light, and saw her agonizing face, that she was dying or would soon die. A great wave of pity rolled over his heart, and he wondered who she was. Somebody, he felt sure, would grieve for a dead one, would know sorrow in their home, would perhaps refuse to be comforted because she was not. She was a beautiful woman, and even in her dying anguish, as he supposed, she sustained the beauty of which he had no doubt she had been quite vain enough. In her facial ensemble there was a rather haughty expression, he conceived, and when she opened her eyes in pain a moment, he was sure of it. She was dressed in fashionable clothing, and wore jewelry of no mean value. It was plain she was a lady of birth and social distinction.

It took but a moment to observe all these things, and very much more that need not be catalogued here, in this poor unfortunate creature, and while she was a total stranger to him, he some way felt an undefinable and aroused interest in her. He made no attempt to reason why. That he had a strong desire to help her, was entirely sufficient to him. He paused an instant longer in the quivering gas light to see her comfortably placed on a cot, while the men rested and discussed among themselves where they should take the poor woman—to the hospital or to a hotel. They had no doubt she had plenty of money and could pay liberally for all care and attention given her, and felt reasonably sure her friends would be better pleased to have her in a hotel than anywhere else.

"Take her to the hotel," broke in Tol, who overheard their remarks.

"Indade, an' we will, sir," said one of the men, who was an "employe upon public works," as they said in those days.

Just then Tol imagined he discovered a familiar expression in her eyebrows and nose, and then he felt sure he had seen that classic face somewhere before this. Perhaps it was in Ogden, or maybe in San Francisco, or probably on some railroad train or in some crowded thoroughfare—he knew not. He scanned the face closely as the men took up again their precious burden and started for the hotel Tol had designated. No, he could not place her.

They took this strange, fair lady, now perhaps in the throes of death, to this hostelry, and left her in the care of the proprietor, who was told that Rube Ruston, the much-trusted operator, would call to see the lady, if she were alive, on the morrow.

She had been unconscious ever since her rescue—a condition she was in when found, and no papers of any kind had been found upon her person by which she might be known. The poor, dying woman was an enigma—a mystery—a stranger in a strange land.

At ten o'clock next day Tol was ushered into the room of the injured lady, and he was agreeably surprised to see her sitting in a large, comfortable arm chair, her worn head lying back, and a physician near by. As he entered, their eyes met. He knew her. There was no mistaking the face. But she did not know him. His mustache was a perfect disguise, even if age and experience had had no hand in tempering the boy into a sober, useful man.

"Doctor, see that her every want is supplied," said Tol, very decisively. The order was one of those impulsive inspirations that a man cannot account for.

She turned her head feebly to see the one who was so interested in her in that strange place as to give such a clear-cut, deeply-concerned behest. No, she did not know him. His was a strange face. It could not be that she had ever seen him before. It was very evident he was a handsome, gallant-looking young man. But why he should be interested enough in her as to leave such an order she could not divine. And, moreover, she was too enfeebled and confused as yet to give any consideration to the problem. Evidently he was an unknown benefactor, and for the present he apparently designed to keep his identity concealed from her.

Her injuries were merely, and greatly to her joy, bruises upon the surface of the body. A savage blow upon the head had rendered her unconscious, but her skull had not been fractured, and after a week she was ready to proceed upon her journey home.

Before she left she sent for Tol to call on her at her room at the hotel, for reasons, as she expressed it in her note, he might easily surmise. She said also in the note that she could not go away without thanking him by word of mouth for the many deeds of disinterested kindness he had shown her, an entire stranger to him, and for his genuine goodness of heart.

As he entered the room, he beheld a woman, dressed in splendid apparel and attended by a maid. A chair was pointed to him, and he sat in it.

"I am told," she began, "your name is Mr. Rube Ruston, and that you are the day operator here."

"Yes, mam; I have been here about a year. This is not my native town." Tol peered stolidly into her cloudless black eyes.

"I am going on home on the next train."

"I'm—well, I trust you will have a pleasant journey, and that no more wrecks will overtake you." He had almost said he was sorry to see her go away. That would have been a slip, indeed.

"I don't know you, but I'm inclined to think you know me?"

"Yes, I know you."

"I accuse my poor memory for being so impolitely at fault—but where have I ever met you before?" Her black eyes seemed to search the very secret niches of his heart, and he almost felt she saw clear through him. But he was not sure that he had anything to conceal from her, and still he was not exactly disposed to answer her plainly—for reasons good and sufficient, as they seemed to him. He glanced out the window upon the pulsating street.

"They call me here Rube Ruston," he answered evasively. He said this in such a way as to leave the impression on her mind that this was not his true name. She thought: No—yes.

"Well, Mr. Ruston, I want to say that my poor stammering tongue cannot express to you the gratitude I feel for the interest you took in me and the help you have rendered me."

"Indeed, I felt under no obligations to help or aid you, but I did it because you were here, wounded, alone and friendless, and I felt interested in you from past acquaintance."

"During my nervous shock you cannot conceive what a comfort your kindness and friendship has been to me. Accept my most sacred thanks."

"I am abundantly glad and paid to know that you appreciate my little acts, scarcely worthy of notice."

"If I can be of any help to you in the future, I shall only be too glad of the opportunity, and I beg that you will not hesitate to give me the opportunity to help you."

"Many thanks. Can I be of any further service to you? Are all your needs for traveling supplied?"

"Yes—thanks. But let me see? Did you say Ruston was not your real name?"

"No, mam; I did not."

"What did you say then?"

"What makes you think I would deny my real name? Have I acted as a criminal to you?"

"By no manner of means—exactly the opposite—a genuine gentleman."

"I have always—save in one thoughtless instance—tried to be the gentleman my ideal has always held up to me."

"It is—it is—it is—no other than Tol Vernon, whom I have persecuted with a bitter vengeance. I know you now. You have abundantly redeemed yourself. God bless you! Forgive me. I did you a great wrong. Glad to know you better. What a grand nature, when you had it in your power to be revenged on me and would not. I humbly beseech you, dear sir, to forgive and forget. I had my husband whip you at Curtis, and send you away in disgrace. I was bitter toward you for your foolish words to me that morning at the car window. I shall never forget them. But I have been meanly vindictive. I shall make amends. Forgive me!"

Tears fell from her eyes. And her earnest, aroused manner brought a silent tear into the corner of Tol's eyes. She was as magnanimous as he was.

"I bore much, but it is all wiped out now."

"I lost you when you changed your name. I am glad I did. How cruelly mean I was to a good young man."

"You flatter."

"No, I am deadly in earnest. I shall see that my husband makes amends for the vicious past."

"I am already well repaid in all your good wishes for my happiness."

"A woman may amend her opinion, though few seldom do, and rectify the past. I shall never forget your disinterested goodness to me, your hateful enemy. And you, what is much more, was not going to make yourself known to me. That is a nobleness seen in very few in this cruel, cold, selfish, bloodless world."

"Did you call me here, Mrs. Redfern, to flatter me? If you did, you wrong me. But I forgot—you did not know me." Tol could not understand his own mixed feelings.

"I cannot blame you for suspecting evil of me. But I never was more in earnest in my life. Mr. Vernon, I hope you will do me the credit to believe this much, at any rate. I see the past and you in a new and singular light, and henceforth my friendship shall follow you as silently and effectively as my hatred hitherto pursued you."

"Indeed, when I recall all the circumstances I cannot doubt you, and besides your manner declares your sincerity, and I beg you will blow away to the idle winds the doubt I uttered a moment ago."

"Let's drop doubts and consider all things settled and understood. I had been west on a pleasure trip and was on my way home, when this fortuitous event threw us together in a most agreeable way. I do not regret it by any manner of means; on the contrary I am most thankfully glad."

"Of course I wish you well. I always hoped some day I might be able to wipe out the blot my ungallant, foolish, insulting words that morning you well remember made upon your pure mind. And after long years of waiting and suffering the opportunity came at last."

"I wish you well."

"Good by."

They shook hands and parted in person forever, but not in friendship rare and magnanimous.

Mrs. Geddis T. Redfern arrived safe at home.

In a short time Tol received a gold medal from the railroad company, for valiant service on the occasion of the awful passenger wreck, and in that beautiful recognition of his faithfulness he thought he recognized the hand of his new noble friend. It was not long till Tol was advanced in his line of duties, and in that he was sure his benefactress had an instigating hand.

Promotion after promotion followed, until to-day he is one of the prominent officials of a fine western railway, and we may say rolls in the lap of splendor and luxury. It is all due to his foolish words, properly amended afterward—"Kiss me, darling."

## THE CONCENTRATION OF WEALTH.

BY GEORGE C. WARD.

No. 4.

[Concluded.]

In the beginning of this series of articles I asserted that the net "residual increment," or increase in national wealth for the year 1890, was about \$2,300,000,000. I then endeavored, in the three articles preceding this one, to demonstrate that the interest charge for 1890, upon the various forms of interest bearing indebtedness, aggregated \$1,260,000,000, and that the net profits, above fair wages, absorbed by the various business interests of the nation, including railroads, aggregated the sum of \$385,000,000. Making a gross aggregate of \$1,645,000,000, of which sum I assumed that \$850,000,000 was so invested as to form a portion of those items, the sum of which is denominated the "net increase in national wealth." I then deducted, as the amount which statistics showed was retained by the workers, the sum of \$80,000,000, which left a residue to be accounted for, of \$1,370,000,000. I then deducted for the annual increase in the value of bare lands, \$700,000,000, apportioned as follows:

Lands embraced in farms . . . . .	\$125,000,000
Lands in cities and towns . . . . .	440,000,000
Unoccupied farm and timber lands . . . . .	40,000,000
Mines, petroleum and coal lands . . . . .	95,000,000

It is, perhaps, both proper and necessary that I should give the process of calculation by which these figures were arrived at:

The assessed valuation of the wealth of the United States for the year 1880, was, in round numbers, sixteen billions of dollars, which, at a 40 per cent. basis, showed the actual value to have been, in round numbers, forty billions of dollars. The assessed valuation in 1890 was, in round numbers, twenty-four billions of dollars, and, upon the same basis, the actual value about sixty billions of dollars. The amount given as actual value in 1880, included \$10,197,096,000, the value of farm lands and improvements, which value, following closely the single tax theory, I divided or apportioned as follows: Bare land, \$5,300,000,000; improvements, \$4,897,096,000. Farms increased in acreage about 30 per cent., and in value only about 20 per cent., and \$125,000,000 is, in round numbers, as nearly as I can approximate the tenth year's increase of a twenty per cent. gross increase in ten years upon \$5,300,000,000.

In 1880 the capitalization of the railroads (stocks and bonds) amounted to the sum of \$5,239,500,000, in round numbers, and, in 1890, this had increased to \$9,746,000,000, in round numbers, showing an increase of a fraction more than 86 per cent., against an average increase for all property of 50 per cent. So I deduct from twenty billions the sum of \$7,337,500,000 for the increase in railroad capitalization and farm values; while from forty billions I deduct the sum



of \$15,436,090,000, as the value of railroads and farms in 1880. This leaves me the sum of \$24,565,910,000 as the value of all other property in 1880, and the sum of \$12,662,500,000, as the net increase in such value for the decade. This is a fraction more than 50 per cent. or 4 per cent. per annum, compounded.

Concluding to compromise with my friend Mr. Gros, by splitting the difference, I estimated the value of bare lands in cities and towns at nine billions and allowed them slightly more than a 5 per cent. compound annual increase (65 per cent. for the decade), or \$440,000,000. Mines, petroleum and coal lands I estimated worth \$2,000,000,000 and allowed them 4.80 per cent. compound annual increase, or \$95,000,000, while unoccupied farm and timber lands I valued at \$1,000,000,000, and allowed them 4.32 per cent. compound annual increase.

The basis of my computations or estimates, as also the results, may perhaps be better understood if put into tabulated form, thus:

CLASS OF PROPERTY.	VALUE, 1880.	Increase per cent.	VALUE, 1890.
Bare farm lands . . . . .	\$5,300,000,000	20	\$6,360,000,000
Lands in cities and towns . . . . .	5,500,000,000	65	9,075,000,000
Mines, petroleum and coal lands . . . . .	1,250,000,000	60 +	2,000,000,000
Unoccupied farm and timber lands . . . . .	650,000,000	54	1,001,000,000
Railroads, (including elevated roads in New York and Brooklyn) . . . . .	5,239,500,000	86 +	9,746,100,000
Buildings and improvements, personal and all other kinds of property . . . . .	22,060,500,000	44 +	31,817,900,000
Totals . . . . .	\$40,000,000,000	50	\$60,000,000,000

The increase shown in the value of farm lands is almost entirely due to the increased acreage of some 145,000,000 acres, represented by new farms opened up in the west, northwest and southwest and even this added value is, to some extent, offset by a decrease in the value of farm lands in the older settled states. Take the state of Ohio as an illustration: According to a correspondent of the *Ohio Farmer*, the revaluation of the real estate of Ohio in 1890 shows the following exhibit: "Average value per acre 1880, \$27.00; average value per acre 1890, \$22.08; decrease value per acre 1890 of \$4.92. Aggregate value of real estate in 1890, as equalized by board, \$1,140,135,496; in 1880, as equalized by board, \$1,097,509,830; increase over 1880, \$42,625,666. Value of farm land 1880, \$675,826,516; value of farm lands 1890, \$560,361,909; decrease from 1880, \$115,464,607. Value of real estate in towns and cities in 1880, \$412,583,314; value in 1890, \$570,673,587; increase over 1880, \$158,090,273.

Strangely enough this same depreciation in lands outside of cities and towns is manifest in both free trade England and protectionist France. If space admitted, it could be easily demonstrated that the enormous impetus given to the production of wheat and cotton in

India, and the steady increase in the exchange value of the world's measure—the *gold dollar*—caused by the demonetization of silver, is responsible for this depreciation in capitalized rental value of agricultural lands in the United States and in England and Europe.

But to proceed with the main investigation. We have left to account for the "residual increment" for 1890 the sum of \$670,000,000. From this might justly and appropriately be deducted the sum of \$210,000,000, the increase, above an extravagant estimate of the cost of added mileage in 1890, of railroad capitalization; to say nothing of other fictitious values included in the estimate, as officially made, of the actual existing wealth of the United States. We will estimate the residue to be accounted for at \$450,000,000. It will be noticed that my estimate of national wealth in 1890, falls below that of Mr. Thos. G. Shearman, in the sum of two billions of dollars in round numbers, which difference may be accounted for, in great part, by the fact that I have not included gold and silver coin and bullion in my computations. I am thus particular in my specifications, because of the desire that the figures given may stand the test, both of friendly examination and carping criticism.

The census statistics seem to show that one-third of our farmers are tenants of rented farms. This being the case, the question at once arises: How great a percentage of the farm land values are represented by the holdings of these tenant farmers? For obvious reasons, we are safe in assuming that they represent one-half of the total farm land values. I then apportion to farm rent, 5 per cent. upon three billions, or \$150,000,000.

When it comes to estimating the amount of monopolistic rent paid by the people as royalty and rent upon coal and other mineral mines, petroleum and timbered lands, &c., &c., I am entirely at a loss for even an approximate basis from which to figure, and shall therefore follow the single tax formula and put it down at 5 per cent. upon two billions, or \$100,000,000. This, of course, in addition to the \$95,000,000 unearned increment, represented by increased selling value.

"Sufferance" rent, or money paid for the use of residence sites, is purely a privilege tax paid by more than three-fourths of our urban population for the privilege of living upon the earth. It is robbery, pure and simple, and as the occupancy of a residence site in no sense adds to the productiveness of either land or labor, its perpetuation in the single tax would simply perpetuate robbery, except as regards just so much of it as is now expended by landlords in the form of taxes paid for the improvement of streets, alleys, &c., &c., and the maintenance of municipal governments. Even that especial portion of it might appear to be more justly distributed, even under the single tax system, by levying such tax solely upon business lots, or lands occupied for income producing and profit making businesses. As it is now, tenants upon residence sites pay a double proportion of tax—one portion included in rent of residences, and the other in the price of goods, wares and services, such price including the tax

upon business lots. Rent paid for residence sites forms an unnatural and artificial addition to the price of all goods and wares, because such rent is included in labor cost, or "wages" as affixed and determined by the "iron law of wages." Were residence sites rent free, labor's wages would be increased by exactly the aggregate rent paid for such sites, or else the price (cost) of all goods and wares would be decreased, in the aggregate, by just exactly such amount. The census reports appear to indicate that more than three-fourths of our urban population live in rented homes. Putting the value of the nation's residence sites at \$4,000,000,000, we have sufferance rent amounting to 5 per cent. upon \$3,000,000,000, or \$150,000,000.

We now arrive at a consideration of "commercial" rent. Commercial rent is an unnatural and artificial addition to the natural price of all goods, wares, commodities and services sold upon business lots in cities and towns. Commercial rent is the direct result of and is perpetuated by non-occupying landlordism, and could not exist under a free competitive system, were actual individual occupancy made an enforced prerequisite to a claim to a business lot.

I am aware that single taxers contend that the "natural" price of goods, wares and commodities naturally? includes the rent paid by tenants to the non-occupying owners of business lots, but I reiterate my affirmation that they are guilty of economic lunacy when they so contend. To support their contention they must prove that such landlords are either land or labor. Or, more accurately speaking, they must show that these landlords are either the passive factor in the production of all wealth—land—or else they must show that landlords perform some necessary part of the labor required to put these goods and wares in the hands of final purchasers for use or consumption. This I defy them to do. Even Mr. Borland says:

It will be noticed that "natural price" is identical with necessary cost; it just barely covers ordinary wages and interest, leaving no margin whatever for rent, and "market price" always reverts to and is governed by "natural price."

It devolves upon him to show what portion of "necessary cost" rent paid to landlords constitutes. Does he include in his term "interest," the interest upon the selling price of business lots?

Single taxers broadly assert that rent is not robbery and cannot be abolished, and then blindly refuse to see the difference between the economic or "natural" rent (caused by different degrees in fertility and varying distances from market and superiority in business locations) and monopolistic rent, the result of non-occupying landlordism. Mr. Stuart correctly states the proposition when he says:

All rent therefore, whether of land or capital is robbery of the products of labor. For it is self-evident that unless labor produced more than its subsistence there would be no fund from which interest could be drawn. The ability to exploit labor is the result of private ownership of the means of production, viz: Land and capital.

Ricardo laid down the principle that "every commodity is worth in exchange the average amount of labor required to bring it to market." All political economists of note formulate the same axiom.

I would elaborate thus: "The just, or 'natural' price (*cost*) of all goods, wares and commodities, in the hands of final purchasers for use or consumption, is the labor cost, including transportation, required to lay them down at the place of sale and purchase, and deliver them into the hands of such final purchasers." Where! oh where does the landlord come in? Does he appropriate a portion of the fair wages justly due to labor, or does he add his rent to the price of the goods? He must do one or the other.

But enough on this line. Putting the value of business lots in our cities and towns at \$5,000,000,000, we have commercial rent at 5 per cent. amounting to \$250,000,000, and a grand aggregate of rent of all kinds, paid to land owners, amounting to \$650,000,000. Of this sum we will assume that \$450,000,000 is so invested as to form a part of the items which go to make up the annual "residual increment," and that is just the amount of residue we had left to account for.

To recapitulate the amount annually absorbed by interest, rent and profit (above fair wages), we tabulate as follows for the year 1890:

Interest charge . . . . .	\$1,260,000,000
Profit (above fair wages) . . . . .	885,000,000
Increase in land values . . . . .	700,000,000
Rent of all kinds . . . . .	650,000,000
Total . . . . .	\$2,995,000,000

Truly a wonderful and startling condition of affairs.

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## THE SOLIDARITY OF ALL REFORMS.

BY JOSÉ GROS.

### No. 4.

In order to totally prove the fallacies of the single tax, our friends, the socialistic plural taxers, tell us that near Los Angeles there is a company owning a sugar factory, the buildings and machinery of which cost \$600,000, while the land plot is worth but \$1,000.

Any man who has traveled a little in this or any other country, and paid some attention to the relative value of land and improvements, knows that the above statement is a colossal misstatement. There is no such a thing any where on the face of the planet, for any length of time anyhow.

The city of Los Angeles is considerable of a center of population,

over 11,000 in 1880. It may now be double that. The land around such centers is invariably high priced. We are told that the factory in question employs 1,000 men, as it must, because of the great value of buildings and machinery. The 1,000 men alone would make a town of about 5,000 population, if not more, grouped not far off from the factory and close to a good size city. Buildings and machinery worth \$600,000 and resting on a plot of land worth but \$1,000, under the above conditions! That would make the average real estate broker split his sides with laughter. As for ourselves, we feel like crying, that is, deploring that friends whom we appreciate should allow themselves to fall into such grievous mistakes.

Taken all in all, the land improvements in this nation are worth about fifty-six per cent. of the combined property, improvements and land attached to them, or immediately dependent on them, or incorporated in the respective titles.

The land naturally attached or dependent on those \$600,000 worth in buildings and machinery—that land the company in question would not sell for less than \$100,000. It may have cost but \$1,000 ten years ago when that spot was but a fragment of the wilderness. It may stand at \$1,000 on the books of the Assessor. The writer could tell our friends a great deal about Assessors, and why to give us wild statements in order to prove the so-called fallacies of the single tax.

Wild statements indicate minds that have for a moment lost their center of gravity, and so their equilibrium, and thus they are in a state of dis-equilibrium—of mental disturbance, agitated because they cannot carry their points with actual or self-evident facts. Of course that such minds fail to understand language which is plain enough to others, that simply corroborates what we have been proving, that our socialistic friends have not yet grasped the essence of the single tax they criticise.

In the same article we are told that our grand sugar factory, with those \$600,000 in buildings and machinery, depends, for its very existence, on the bagatelle of 5,000 acres, from which the beets are raised out of which the sugar is to be manufactured in that factory of ours. There you have the cat-out-of-the-bag. So, that contemptible element of land is, after all, indispensable to the \$600,000 capital, that capital which our benighted socialistic friends think can be handled without land, or pretty nearly so, land without value to speak of.

Now let us go for the real value of those 5,000 acres of land, near centers of population and highly cultivated, because the work of 1,000 men, the support of 1,000 families, is dependent on the products to be raised from those miserable 5,000 acres. Well, land under such conditions is not apt to sell for less than \$300 per acre. That company of ours would not sell it for less, although it may have paid less than \$50 per acre some years ago, when the jungle or other wild productions were the only crops of that land, and with-

out population around. We have then \$1,500,000 of land values, monopoly value of those 5,000 acres, part and parcel of that concern, the factory with its buildings and machinery worth \$600,000.

What proves that our above estimates are approximately correct, is that ominous general belief, so innocently indicated by our innocent socialistic friends, that in the first year the owners of the factory doubled their capital, and that they don't even dare to deny that assertion. It takes a socialist not to see facts like that one, the mere result of increase in land values because of the rapid formation of a center of population, and the previous grasping of the land for a mere song, land gambling? And why is that gambling possible? Because of that criminal power we give to money, the power to hold land for a rise, vacant or poorly used, just the power that our own single tax would suppress.

And now let us ask a simple question: Under a single tax civilization, who would fix those blessed land values that keep our lovely, gentle critics awake all night along, year in and year out? Would they be determined by the few socialists or plural taxers floating yet around, in the land of the living? We are rather inclined to believe that such land value would be determined by the majority of voters, who, in a moment of frenzy, in a fit of insanity, had become single taxers. We are not sure that our critics shall understand the above lines; but enough plain honest people shall, and that is sufficient.

The human mind is a very curious instrument. Fill up that mind with a complicated human scheme, and there is no room in that mind for the simplicity of God's truth. Such a mind is the symbol of a building lot packed full with rubbish. You cannot erect a building there until you have first removed that rubbish. We are afraid that some of our socialistic friends never laugh at the intellectual mistakes they made when young. They are not inclined to remove mental rubbish. That is their own lookout.

Now let us touch some of the refreshing socialistic platitudes in the August number of the MAGAZINE of that brotherhood we so much love, and that, of course, includes that good friend of ours, Mr. Debs.

We are told that years ago the Standard Oil Company commenced operations under the single tax, "acquired its great wealth practically under single tax conditions!" Well, well, that is grand news! So the single tax really commenced operations before the birth of that idea in 1879! Do you want any better proof of what we have been saying, that our beloved critics don't know what the single tax means?

Imagine single tax conditions in the midst of taxes on about 4,000 articles imported, more or less, internal revenue taxes on a number of home products, taxes on real estate, taxes on moveable wealth, license taxes, &c., &c. Well, well, we give it up, we give it up in despair. We acknowledge ourselves crushed into atoms. We have stopped laughing. The subject is too sad for us; sad because we

have no bitterness whatever against socialists, as they seem to have against single taxers. Socialists are doing considerable good. They evolve a great deal of thought among many men. They call attention to great many of our modern evils. They are a force in the better civilization that is coming, that must come. We would not suppress any of our socialistic schools even if we could. We regret that socialism does not grow half as fast as we would like. The average socialist is about half way along the road that terminates with the single tax. Socialism prepares the minds of many for the single tax. Prohibition does the same. We have been very much surprised when coming in contact with many of the important prohibitionists and noticed that they could easily see the beauty of single tax conception. And so it is with many of our socialists in the humble ranks of life. It is only some of the rabid socialistic writers that are at war with single tax principles. And even that is good. They sharpen the minds of every one of us poor single tax writers.

Let us now attack another redoubt in the grand citadel of socialism. We are regaled with the beautiful fact that the Standard Oil Company had acquired an enormous capital before it had purchased a foot of oil land. It had erected buildings on cheap suburban land. Our poor friends don't know that suburban land is never cheap, and that it is through a rise on land values that all fortunes are more or less created. And what enabled that company to buy land on which to lay the oil pipes? That power we give to money by which money can control land; cheap land first, expensive land afterwards. That is just the power which the single tax would put an end to, as we explained in our previous article.

Listen now to what follows. It is just as sweet as any tropical fruit eaten under the tropics. We are informed that the oil producers were forced to sell their product at whatever price the Standard Oil Company wanted to pay. Why? Because that company controlled the pipe lines, the road through which the saintly oil went to the cities. With a single tax social compact the oil roads and the railroads, and any other road, would be under government control, either through payment of rent high enough to destroy the transportation monopoly, or by absolute public control as the postoffice.

In the next article we shall explain the process by which the people, the government, could ascertain the approximate value of any land rents manipulated by any large concern, trust or the like. We could not do so now without extending this article a little more than we desire. We don't believe in large doses of truth any more than of medicine, when we address ourselves in part, at least, to writers who don't seem to relish truth if they have not first discovered it themselves. They don't like freedom, either, those friends, since they fall into hysterics if we happen to coin a new word for the fun of the thing, as many have been sinful enough to do in the course of time. How could language grow without that process?

Of course, socialism is the suppression of most individual rights,

to be drowned in an ocean of collective rights. Socialism would destroy most individual initiative, most of the manhood we have so far acquired. It is a beautiful dream in certain respects. We wish that dream was possible. It would bring the single tax in five years after it had been tried or commenced.

[To be Continued.]

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## MARGUERITE.

*A Historical and Philosophical Romance.*

BY MARIE LOUISE.

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### CHAPTER I.—A BIRTH.

On the Jura mountains, in the east of France, close to the Swiss frontiers, stands a small village, named Thesy, of about four hundred inhabitants.

On a bleak February evening at eight o'clock, in the little village, darkness and silence prevailed. The wind blew fiercely through the dense pine forests, the fresh snow on the ground was lifted in the air and promptly converted into whirling columns, to be almost instantly scattered about in a cloud of drifting sleet.

In a house adjoining the village church, a faint light peeping through the narrow windows, revealed that the inmates had not retired to rest. Shadows constantly moving on the white muslin curtains indicated considerable activity within the ground floor room.

On a dung-hill, a few yards away, a tall young man and a boy stood watching the moving shadows and chatted gaily, mingling their merry laughter with the hissing of the wind.

Presently the door of the cottage opened and a tall, stately, graceful lady, followed by a gentleman, passed out and rapidly gained the pathway.

"I am glad it is over," said the lady to her companion. "Such occurrences invariably depress my mind. Life is so full of deception and —"

"Aunt," said a voice by her side, "is it all over, and what is it?"

"Oh! Is it you, Joseph? What are you doing here in this blasting storm?"

"I stood on the dung-hill yonder for more than an hour waiting for some one to come out of the house and tell me the news. Well, what is it?"



"A girl," answered the lady, with a suppressed sigh. "All has passed fairly well."

"A girl!" murmured Joseph, as he turned away. "A girl! Ah! I have been unable to get the mother—but who knows? Some day, perhaps, I may get the daughter—the daughter of Clothilde—*her* own daughter!"

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## CHAPTER II.—LEÓN DUVAL.

On the following day (February 14, St. Valentine's day), the storm which had raged so fiercely during the night subsided, and the cloudless sky unfolded right and left, a beautiful background on which the radiant sun displayed in relief his numberless sparkling gems.

Inside our little cottage, a man, not quite twenty-one years of age, sat on a low stool and was in the act of giving the last polishing touch to the sole and heel of a shoe he held on his knees. A small lamp on the floor, upon which a polishing iron was being heated, sent out an unpleasant odor and smoke.

In the same room, the bed was occupied by a young woman whose pale and gentle face was turned towards a dainty little cradle on the floor by the side of the bed.

"León," said she, "see how soundly she sleeps, and how beautiful she looks in the cradle. I am sorry to have to disturb her. Could not we wait till she wakes up?"

"We need not disturb her before your mother arrives," the man replied.

"Mother will soon be here. It is one o'clock, and the christening takes place at three. I wish we could postpone the ceremony for a day or two; baby would then be stronger and better able to stand the cold wind."

"Postpone the ceremony!" the man ejaculated. "What are you thinking of? Suppose the child dies during the night; she would then be buried in unconsecrated ground, and her soul could never enter the presence of God. Would you save her body at the risk of damning her soul?"

"God forbid!" exclaimed the mother, gazing fondly and anxiously at the sleeping babe. "But, oh, León, it seems so cruel to take her out of her warm cradle to carry her into the cold wind and have her head sprinkled with cold water."

"That water is holy!" replied the husband and father. "God has blessed it."

"Yes," sighed the mother, "it is holy, but *cold*, nevertheless."

"Woman!" exclaimed the husband, rising from his seat and assuming a solemn attitude, "tempt not God."

The young mother made no reply; her face flushed and her eyes sought the ground to conceal her confusion. Then glancing at the babe with an expression of surpassing tenderness, her whole soul illuminating her face, she clasped her hands on her breast and closed

her eyes to shut out all things but, the picture of the sweet babe by her side.

A few minutes later the tall lady, with whom we became acquainted in the preceding chapter, opened the door of the cottage and entered the room.

"Good morning, Duval; good morning, Clotilde," she said with a smile, "how do you feel to-day, my daughter?"

"I feel well, thank you, *maman*," answered the young woman, "baby slept well all the forenoon."

"Now, I suppose, we had better dress it," suggested the lady, "it is getting late."

"Very well," said Clotilde, "her white dress and pelisse are in the bureau. Take them out, *maman*."

"I will take them out, while you wake up the baby," said Léon Duval.

"Do it gently, *maman*, do not frighten her," pleaded Clotilde, "fright is so injurious to babes."

"Be easy," replied the lady, "trust to me."

"Your mother ought to know how to handle children," put in Duval, "she has had seven of her own."

"This true, my son," replied his mother-in-law, "but the mother's heart trusts to nothing, believes in nothing, accepts nothing from whomsoever it may be, when her maternal solicitude is involved. A mother may submit to conditions she knows to be injurious to the well being of her child, but submission does not mean approval. Nothing can rule over, or subjugate the maternal instincts. In the mother's mental vision, all the world is condensed into one small being—her own babe—and that small being is so magnified that it fills the entire universe."

"Hey!" observed Duval, "I suppose that in that mother's mental vision, the father is entirely obliterated. He has no claim to a respectable place in that universe she so easily minimizes into one small being, and no title to that small being she so dexterously magnifies into a vast universe."

"Nay, my son," the lady replied, "paternal rights are acquired and conferred, *they are not inherent*. They are acquired by the statute laws which have been manufactured by men; they are conferred by the mother upon the man she acknowledges as the father of her child."

"What!" exclaimed Duval, "is not yonder babe mine as well as Clotilde's?"

"Certainly, it is," the lady answered. "Clotilde has ratified the assumption of the law by acknowledging you as the father of this babe. You know she is unflinchingly truthful; her word is her bond. Nevertheless, Duval, she is the giver, you the receiver. The law declares that a woman, on being wedded, becomes the property of her husband, herself and all that belongs, and shall belong, to her. Accordingly, the man claims the children as his own."

"He has the *legal* right to own them," said Duval, musingly, "what does all that avail?"

"It avails but little," the lady answered, "it is merely a *fact*, and a fact does not constitute a right. A mother's kingdom is all embracing and absolute. One great principle in maternity is fundamental, viz., the child is a part, a fragment so to say, of its mother. With the mother's blood, the embryo adds to itself tissue after tissue, and cartilage solidify into bones. The mother conceives the offspring, she develops it during gestation, brings it forth to the world herself, nourishes it, and watches over it with a love and devotion compared to which the appreciation of her own life is but a faint glimmer. The new born infant turns to its mother's breast and attaches itself there with tenacity. It seeks no father; for it only one being exists in the world, its mother."

"Madame Ferrier," said León Duval in a vexed manner, "you are like all strong minded women, you seem unaware of the humble sphere in which God has placed a wife; you forget that only through bearing her husband's children and being submissive to him, she can become worthy of entering the kingdom of Heaven."

"In so far as our religious teachings are concerned, your statement is correct," replied the lady, "but I maintain that maternity is a design of nature, subject to no religious dispensation, or conventional laws. It is apart from all things outside; it is incomparable and unequalled; it is a world within itself, revolving among other worlds and never colliding with any."

"Ah, Madame," interrupted Duval, "you ought not speak so in the presence of your daughter. Keep your dreamy notions to yourself. Pride is the incentive of strong-minded women, and the Bible says: 'Pride goeth before a fall.'"

But for the timely arrival of a visitor, this discussion might have proved disastrous to the good relations of Madame Ferrier and her son-in-law.

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### CHAPTER III.—THE CIVIL REGISTRATION.

"Good day to you all," said the visitor, as he walked into the room, "How are you, Clotilde, and how is your little son?"

"Little son!" exclaimed Madame Ferrier, "did not I tell you last night that it was a daughter?"

"A daughter, is it?" Well! How can I ever have forgotten it?" said Joseph, with a laugh. "But never mind. Pray how is the daughter of Madame Duval?"

"She is well, thank you, cousin," replied the young mother. "Look at her and say if she is not pretty."

"Pretty! Most certainly she is pretty. She looks like her father. Does not she, aunty?"

"Yes," answered Madame Ferrier, with a witty smile, "she is the very picture of her father."

"Well," said Duval, "she could not resemble any one nearer, I am sure."

"When is the christening to take place, aunty?"

"At 3 o'clock; and previously we have to go to the magistrate's and have the child registered civilly."

"Certainly," observed Joseph, "and, it being a female, will require more time to register, for you will likely be obliged to undress her to prove her non-serving-in-the-army sex. Now-a-days mayors are very skeptical when you declare a child to be of the female sex. Let us hasten. Who is the other witness, aunty?"

"Our neighbor, Jean Morin."

"Oh! the blind man. How will he manage to sign his name?"

"Be easy, Joseph," said Madame Ferrier. "There will be no difficulty about it. We will call for him on our way to the magistracy."

The infant being draped in a long white gown, a warm pelisse and about half a dozen of caps on her head—linen ones underneath, then woolen ones laid over, then a lace and ribbon one covering all the others, in accordance with the ridiculous, hurtful and ugly French fashion, the party started towards the house of the magistrate. This dignitary was ready to receive them. He had heard about the birth of a new citizeness, and he had prepared the necessary documents for registration, for according to French law a child must be registered within twenty-four hours following its birth.

The magistrate, therefore, sat in his office expecting the arrival of the party.

Tall and well built, with his official badge spread diagonally over his breast, this man's general appearance was dignified and solemn. A careful observer analyzing his features would, nevertheless, have discovered that the halo of solemnity surrounding his person was simply due to the awe-inspiring tri-color scarf shining on his breast. But remove that "bauble," with the consciousness that it is only a bauble, and the man in his own merit and demerit stands before you. Intelligent critics would pass a judgment little flattering to the vanity-inflated magistrate. His apparent dignity would dwindle into a vulgar impudence and his solemnity into a grotesque clumsiness.

On entering the office the members of the party made a humble bow. All eyes were turned toward and riveted upon the dazzling tri-color badge. Like the wonderful enchanting snake, the insignia of the law of France kept these men and women in breathless fear and reverence.

"Approach!" said the magistrate in a stentorian voice. "To what sex does the infant belong?"

"To the female sex, Monsieur le Maire," said M. Duval.

"When the child belongs to that sex, the law requires that undeniable proofs be given. Please, madame," said he to Madame Ferrier, "proceed to undress that child."

"Is it absolutely necessary to do so?" objected Madam Ferrier; "you know that we would not perjure ourselves in the august presence of the law and of our Saviour lying on this cross, by the blood and death of whom we swear to tell the truth."

"Madame, I command you to remove the clothes of that infant. The law permits no one to make observations or objections. Obey my orders."

"Certainly," put in Duval, "give Monsieur le Maire the satisfactory proof he demands."

"Ah! Pierre Chauvin," said Madame Ferrier, "do you not assume too much authority when you happen to wear the official badge? Do those insignia so transfigure you that we must silently obey and tremble?"

"Silence!" thundered the now wrathful magistrate.

"Duval," said Madame Ferrier, handing the babe to her son-in-law, "fill yourself this office which the law requires. You are a man, hence a free being. Therefore, you *must* obey the laws of France. I am but a woman—what is more, a *married* woman, *femme couverte*, therefore, not responsible. I obey my husband, and there the privilege of the law is somewhat curtailed. One *master* is enough for me!" So saying she bowed to all present and swept out of the room.

(To be continued.)

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## SHORT STUDIES IN POLITICAL ECONOMY.

BY WILFRED P. BORLAND.

No. 9.

The facts of history all go to prove that private property in land leads to its concentration in the hands of the few most cunning members of society, and that along with this process of concentration goes the concentration of wealth. The conditions of land distribution determine the conditions of wealth distribution; there is no plainer fact in all history than that, and, as private property in land leads to improper conditions of land distribution, it must, in the nature of things, lead to improper conditions of wealth distribution. This is inevitable because of the workings of that principle or human nature which lies at the base of deductive political economy, the principle that men seek to satisfy their wants with the least exertion. From this principle of human nature the economists have deduced their most important arguments in favor of free trade; the assumption being that when trade is unhampered by restrictions of any kind, the natural inclinations of men will lead them into the most profitable forms of production and the result will be the greatest attainable prosperity. The assumption is a legitimate one, and

the wonderful production of wealth which has marked this country as unique in the world's history, is mainly due to the fact that many of the old restrictions which hampered trade in every direction have been swept away, and the human intellect has been allowed to expand after its own fashion in the effort to supply the wants of its material body. But the application of this principle has been only partial. That very quality of the human mind upon which the free trade argument is postulated, has thus far operated to prevent the establishment of complete free trade. For, as men continually seek to satisfy their wants with the least exertion, they continually seek to devise ways and means to obtain advantage over their fellows and thus reduce their own exertion to the minimum. The consequence of this partial application of the free trade principles has been to give us an enormous production of wealth accompanied by exceedingly unjust and improper conditions of distribution. The doctrine of free and unrestricted competition advanced by the economists has been accepted as true, but the anomaly is presented to us of both nations and individuals declaring their implicit faith in the soundness of the doctrine, and, at the same time, adopting every artifice and bending every energy to escape its consequences. It is this acceptance of the spirit of the doctrine while neglecting the practice that has brought free competition into disrepute. We have the same problem of unjust distribution confronting us as confronted our remote ancestors; we have the few rolling in luxury, the many groveling in poverty; we have great fortunes and great estates, with the accompaniment of an industrial proletariat, as did the Romans of old; and, pointing to these facts, the opponents of the present social order exclaim: "Ho, ye believers in a society based on free competition, behold the legitimate results of your pernicious doctrine!" If these are, indeed, the legitimate results of free competition, then is the doctrine condemned as a most pernicious economic policy; no possible advantages to production can begin to compensate for the misery entailed upon the masses by our execrable conditions of distribution. But, before admitting that these evils are the result of free competition, we must be quite sure that the facts warrant the admission. It may be that we shall be able to discover that it is not free competition, but the effort to *avoid* free competition, which has produced the results so much deplored by every friend of humanity. The wage workers are the ones upon whom the doctrine of free competition, as it has been applied, has fallen with crushing force. They have been told that they were free agents in determining the conditions of their employment; that they were at perfect liberty to make any bargain they pleased with their employers, and might accept or reject conditions at will. They have been told that the conditions of their employment were determined solely by the state of the market, and that they had a right to demand for their labor the highest price the market would bear; that, in fact, their labor was a commodity, the price of which was regulated by the laws of supply and demand, the same as any other commodity. These are the beautiful

abstractions upon which it has been sought to regulate the employment of labor, but the fact is that they are not true. The conditions necessary to the execution of a free contract between employer and employe do not exist. In speaking of Adam Smith's theory of industrial freedom, Arnold Toynbee, in his "Industrial Revolution," says: "Had he attempted to analyze competition, even under the conditions of his own time, he would have become conscious of the fatal flaw in his doctrine. He would have discovered that what he sought to establish was the *free competition of equal industrial units*, that what he was in fact helping to establish was the *free competition of unequal industrial units*." And that is the case in a nutshell. Free competition cannot exist in the labor market because the laborers are not free to reject terms which do not suit them. The laborer is always confronted with the argument of imperious necessity, he must work or starve, his opportunities for employment are extremely limited, if he does not take the present chance of employment starvation may overtake him before he gets another. With such considerations more or less tangible to his mind, he must compete with thousands of other laborers who are animated by the same thought. The argument of free contract thus becomes a farce. Although it is true that the employer of labor is dependent on his employes for the success of his undertakings, it is not true that he is dependent on them in the same degree as they are on him. He can afford to wait when the laborer cannot. He is not restricted in his choice to this particular laborer or body of laborers, but this particular laborer or body of laborers are restricted to him. He may secure other laborers if he cannot make terms with these, and can afford to wait with that end in view, but these laborers may not secure another employer and they cannot afford to wait upon the well known uncertainties of the case. Under these conditions the argument of mutual dependence falls to the ground. The mutual dependence existing between laborers and employers of labor is, at present, such as exists between the horse and its owner. The owner is dependent on his horse for a certain amount of work and the horse is dependent on the owner for its feed. The food may be insufficient, but the horse has no power to compel its owner to provide more. The amount of work which the horse shall do, as well as the amount of food it shall receive, are circumstances that are wholly within the owner's will, and determined by his own self-interest. In this respect the laborer is in precisely the same position as the horse. The amount of work he is called on to do, as well as the compensation he shall receive for it, are circumstances that are wholly within the will of the employer, and are determined by his own self-interest. The abstract theory of free competition, as applied to the wages question, is true. Wages are regulated by the law of supply and demand. But the demand for labor is naturally limited only by the necessities of the laborers themselves; wherever there is a want there is a demand for labor to supply that want. The power to regulate the conditions of supply and demand of labor, is a power which is

potentially possessed only by the great body of laborers as a whole. This potential power they have not used because they have never realized that they really possessed it, and, instead of regulating the supply of labor by the demand of their own necessities, they have allowed it to be regulated by the demand of the necessities of the comparatively few employers of labor. Thus has been brought about that "*free competition of unequal industrial units*," which we suffer from, instead of the "*free competition of equal industrial units*" which we ought to have.

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## MR. STUART'S SINGLE TAX FALLACIES.

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BY JAMES MIDDLETON.

### No. 7.

Says Böhm-Bawerk, one of the ablest opponents of the socialist exploitation theory: "In fact, the majority of the socialists have exercised their intellectual powers not so much in laying the foundations of their own theory, as in bitterly criticising the theories of their opponents."

Mr. Stuart is a striking illustration of the justness of that criticism, except that he is not always bitter. Sometimes his pen is dipped in gall, and then anon he is in a sportive mood.

He flits about the whole field of economic thought as aimlessly, apparently, as a butterfly in a field of clover. If his assertions were always facts, his assumptions always true, and his logic equal to his rhetoric, he would, indeed, be an invincible opponent.

He attacks single taxers with all the vigor of his imagination, because they advocate a policy which he himself claims would lead to government ownership of land; yet he demands that the people should own the land.

He attacks the proposition of the single taxers, that "when free competition becomes impossible, as in telegraphs, railroads, water and gas supplies, etc., such businesses become a proper social function, which should be controlled and managed by and for the whole people, through their proper government, local, state or national, as may be," because, forsooth, he says, that would embrace all industry; yet he demands "that the whole nation shall form a gigantic trust that shall operate the machinery of production for its own benefit and divide the profits equitably among the shareholders."

Could opposition be more illogical or more inconsistent?

Yet, Mr. Stuart is a fair type of the out-and-out state socialist.

L F M 4 Sept 98



One would think they would extend a little consideration to those who demand more things in common with them than any other school of economic thought or social reform. But, no; against single taxers they hurl their most venomous darts. I can only account for it on the ground that they fear absolute freedom of production and trade will bring about such a happy condition of freedom and prosperity that society will find complete state socialism utterly unnecessary.

It would seem that they are so enamored of a system, so dazzled by the unquestioned ability of Karl Marx, that the system is more to them than the welfare of humanity itself. They are so wrapped up in the means they forget the ends.

In his seventh article, Mr. Stuart says: "The theory in regard to trade combinations being that, with free access to natural resources and absolute freedom of trade and commerce guaranteed, such combinations" (trusts) "would be impossible; when in any particular business the returns to capital exceed normal, capital would rush in and soon an equilibrium of profits would be the result. This beautiful theory—like most single tax ideas—proves to be false."

When? Where? Certainly not in this country, not in France or Germany, and most assuredly not in England.

England to-day groans under the burden of indirect taxation, and in no country does the burden of taxation fall so lightly on the landlord as in England.

Another point he takes up is the value of railroad lands and franchises. He fails to comprehend the nature of a railroad franchise. It is simply the right to a continuous narrow strip of land, extending, say, from one commercial point to another. The value of the franchise is simply the value of that continuous strip of land granted by general government by the right of eminent domain for railroad purposes.

To compare the value of a short portion of that strip with a corresponding strip of farm land adjoining, is like comparing an arm of Powers' Greek Slave with a crude piece of marble from the same quarry and of the same weight. In the arm is not only the genius of the sculptor, but the arm also forms a part of a perfect whole; in the block of crude marble is only the work of the quarryman. In the piece of railroad land is the power of the franchise; in the other simply the power to raise a crop. It is just as absurd to estimate the values equal, as in the case of the piece of marble and the arm of the perfect Greek slave.

Mr. Stuart either misunderstands or misrepresents Mr. George in the question. Mr. George advocated that part of the platform before the single tax convention on the ground that the railroads could add the tax on the franchise to their charges to the consumer.

Under the single tax such franchises would become more valuable on account of increased use, and unless controlled or owned and operated by the government, would become a more important means of fleecing the consumer than now.

The Standard Oil Co., which he quotes, is really no help to him. Instead of being formed under single tax conditions, it was formed under the very opposite conditions. Men of means formed a company and got differential rates from railroads, giving them a great advantage over other shippers; something that could not be done if railroads were run on the principle of the postoffice, as proposed by George.

With the fortunes thus acquired, they were enabled to get franchises for pipe lines, build their own lines and thus again down competition, which franchises would, under the single tax platform, be controlled or owned and operated by the general government. Their rebates on tin; their gaining control of the oil lands; each step, from the beginning to the present of their gigantic monopoly and fortune, is a striking example of conditions exactly the reverse of what would obtain under the just carrying out of the single tax platform.

Regarding the advantages England gained by the adoption of her partial free trade, he has no reply but sneers. Sneers are not logic. He says, "if the abolition of the tariff lowers the price of commodities, in that very proportion it will lower wages." The facts I quoted from English history prove the contrary. Under her partial free trade, prices of nearly all commodities went down, and yet wages advanced, as Mulhall, Giffen, and other statisticians before quoted, have demonstrated.

He says, "are wages higher in free trade England than here?" England has not true free trade, but a tariff for revenue, which comes out of the consumer in direct proportion to his consumption. Wages are higher there than in the highly protected countries of Europe, and lower than in the United States. Wages are higher here because, as Carlyle says, "we have vera much land and vera few people," an advantage which our unjust tax laws, favoring monopoly and speculation, are doing their best to get rid of.

As Mr. Stuart seems to have got to the end of his "fallacies," and now contents himself in rehashing rather than in entering into a full explanation of the socialistic form of society, I will summarize briefly the ground gone over.

The first striking point raised was the freedom of the mortgagee from taxation under the single tax program; 2d, security of tenure; 3d, sufficiency. He then raised the question of the justness of interest, and the effect of the tax upon wages. He next undertook an analysis of capital, and his seventh article, which I have just partially reviewed, is a sort of all around criticism and reply to various objections and arguments brought against him.

I have shown in detail that under a just carrying out of the single tax, mortgagee and mortgagor would be treated as joint owners, so as to lighten the burdens of present holders of mortgaged property; and that ample protection would be given to holders of improvements, so as to sacredly protect the homes of the poor, a something which is not now done.

As to sufficiency, I have shown that present rents are more than sufficient when you include, as should be done, the values of franchises. It is true, as Mr. Stuart and Mr. George have both shown, present monopoly rent would be largely diminished, but so far from that being an argument against the tax on land values, it is one of the strongest arguments in its favor. The only strength it has, is against the word *single*. My own judgment is, that the decrease in rents of farm lands and the like, will largely be met by an increase in values of railroad franchises and the like, through the great stimulus to production and exchange. Further, I think I have conclusively shown that the government can, under the single tax, own enough land to reduce and control rents, and yet gain enough from the single tax to amply meet all expenses, giving the wage worker and small producer and small farmer full exemption from the present heavy burden of taxation and its accompanying evils.

I have shown by unimpeachable historical evidence, that by freeing production, you stimulate it, increase the product and raise wages. I have shown that true capital of individuals will consist of perishable goods, which must be cared for by the hand of labor, either to be preserved, or to give an increase, and that borrower and lender, employer and wage worker, will to that extent be placed on a plane of equality, assuring to the wage worker his full share of the product, and to the lender only that which the borrower will freely pay for services rendered. Under such a policy, there will be given for the first time, free play to the individual, and voluntary co-operation will be fully realized wherever it can do better than the government. The principle of voluntary co-operation has proved a success in religious matters. I believe it will also prove so in the industrial world.

In opposition to this policy, which proposes that freedom and material prosperity shall be united, giving to every willing worker his full share of the product, and to every industrious family, if they will, the opportunity of a home, yet leaving to each the full privilege of saying when, where, and for whom he will work, and whether for himself, for another, or for the state, is the proposition of the socialists that "the nation itself shall control all the means for the production and distribution of wealth in the interests of all the people."

In another article I will show why I am opposed to complete state socialism.

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# MECHANICAL.

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## THINGS THAT "CAN'T" BE DONE, AND THE REASON WHY.

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BY THOMAS PRAY, JR.

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Raking over the scrap heap of our memory a few days ago to accommodate a man who has a great deal more time than anything else on hand, the writer found a remembrance that struck him as in some ways a good lesson for "the boys" to get into the corner of their skulls where they "lay in stock" for reference. The man in question had an idea as to the working of a certain arrangement on a locomotive, and had hunted up the patent office reports, and wanted the writer to suspend all other work to look up the "quips and quirks" of his idea, only to find that a far better man had in the years now agone done it a great deal better, and after trial laid it on the shelf. In loosing my own grip on the work in hand when his interruption occurred, an old time story popped into my head, and the result was so ludicrous that it is worth repeating. It is some time since the writer adopted the universal practice of telling any man "to go and die" when he begins with "I can't," or that the "Can't family died years ago."

Strange as it may appear the following is a fact, or a series of facts, and although it is twenty-four years ago, or thereabouts, yet it remains a record. When Ben Healy was the superintendent and whole team of the Rhode Island Locomotive Works, in Providence, R. I., his house and that of the writer were so near that we could and often did when both were at home, chat from our respective windows from one to the other, in summer evenings, while smoking or cooling off to get in possible condition to do some sleeping, and it was often of what some of the men in charge of the rolling stock used to do or want done, that these chats across the few feet of space referred to, were the subject of.

Healy had at that time an order from one of the roads out of Boston, and he had, in his way of doing what he thought was best, made changes in the size of the tubes in the new machine, and she was nearly ready to go out of the shop. He had made up his mind to put in a tube a quarter of an inch larger diameter than was then generally used, and he had done it to give the road a better, for a faster engine was wanted. The sequel is interesting, and to have heard Mr. Healy tell it when he had only an audience in whom he could trust, was a treat that would not tolerate whole suspenders, nor leave many buttons on the garments if they were not put in a "fatigue" state before the story.

The engine was finished and sent out on the road and was expected by her builder to do a clean thing and do it fast, but the "Can't" family were then living and it soon proved to be the case that they were numerous. The great man at the head of the road heard of the change in the size of the flues and his fiat went out at once, "The thing could and would never draw her train on time," but he did not know so much of a locomotive as a mule does of trimming a woman's head gear, so far as his own actual "know how" went.

Then the master mechanic "sort of thought" it out that there was "suthin wrong," and while he didn't know what it might be, he "had an idea" that there was something wrong, and so it went all down clear through the whole rank (?) and file of the operating department, and then when the trials came off it was an impossibility to make her go as wanted. The "Darned thing couldn't and wouldn't draw her train on time," that was all there was to it or of it, and this matter was set down on. She "couldn't" either steam or be kept hot, or do anything else, and after a considerable time spent in the supposed trials, but which if the truth had been written it would have read the "Trials of a lot of ignorant engineers and firemen who were prejudiced against the machine," the engine was sent back to have a standard boiler put into her, for the departure from "standard" practice had involved her in a complete failure. So Healy took her into the shop and put in the "right size and number of tubes," and after she went out again in a few weeks she was a "good machine," and done her work so well that the "boys" took a great pleasure in telling what an awful thing it was that such a mistake was made in her, and the trouble it made, but they soon had cause to shut up on her work, for Healy had a vein of fun in him and was not slow to get square with any one who for the moment had got the best of him. As soon as the new locomotive was on her feet and all right, there was a chance for a fast timer on another road running out of Boston, and this time it was by a master mechanic that had graduated from the right hand side, and when a man did not do what he ought to do our master mechanic just jumped into the cab and made the run himself, and if he done it easy then there was an end of one or the other of two things, complaints or the engineer's job.

Healy and the master mechanic laid out what was wanted, and agreed on a trial machine, and the same boiler on which such a mistake had been made was put into the frame, with cylinders a full inch larger in diameter, and the engine put on the track and steamed up and made ready to be on hand for train. The terribly large tubes, less in number, were all in their places and ready for business. The master mechanic was in the cab, Healy was on the train, and the whole thing was to be tried on sound business ideas and not on the "can't" bosh.

After making a start it was found that she was picking up on steam, and when it was found that she was not easy to keep in time she was let out a little, and soon demonstrated that she was on hand for a "racket." When the report came to the men on the other road

that their old friend, the big flues, were scooping all the machines on time, and pulling the full train, they said "She is clean now, just wait." And they did wait, and she kept so clean that at the end of a year there were four more of her same stamp, and she was and is now, to-day, in splendid shape, can just lead the prize machines and she has a record of a flyer made of "junk" of the "can't" family.

Here is an example revived after many years by a talk with an old timer while the writer had been attending to some business in Boston after an absence of nearly three years, and it has occurred to him that it is a first-rate thing to show to what extent the prejudices of a man will go with not the slightest shadow of reason but simply to gratify the prejudices of a man who has an idea that if a time table were to be changed in the slightest to suit a changed set of circumstances, it would be all wrong, and his old-time fossil-like ideas were the solid and correct things to attend to and abide by.

There is a sort of cropping out of ideas in the minds of thinking men all leading up to an improvement in some of the apparatus of the rolling stock of the railroads, and when such an innovation is made on the fossils of past ages they, when it comes into their hands, sit on it in judgment and determine that it shall not succeed if they can prevent it, and as a rule they do prevent it by ignorance and prejudice, to say nothing of their dishonest reports, and the old but now exploded idea that they must keep the control of ideas as well as of practice in their own hands.

Improvement in its march, has set its most emphatic seal of disapproval on all such men or practices, and the watchword now is Brains, Results, Improvements; not forty years in the harness or in a situation, but what have you done, or what can you do, that is the style now? It don't make a bit of difference how long you have served, or who your father-in-law is. What is your own record? What your father was is not of the least earthly account in your own make-up. He may have been far the better man, but he is dead, and you may be of some account; but if it don't show plainly what you have accomplished, then you must go at it in earnest and make your own record. But please don't try to build up yours by pulling down some other fellow, or by any practical prostitution of any authority put into your hands from which you can influence results which are not in every respect and fully reliable.

The narrative recalled to the writer is only one of many in which such a set of results have from his own experience been watched, and it is only due to the sequel to say that men who peddle patents of their own into a railroad shop are usually laid off after a while. Such as in some cases have been concerned in such work sooner or later find their level, and are discarded as unreliable. It is in a spirit of fairness sure to be in a way to lead to trouble when any one stoops to do anything that is not in the fullest sense right and true, for all men have in their make-up a sense of what is due them, and it is always dangerous to step aside from the right in any respect, for it is a violation of one of the cardinal laws of man's code, as well as

of the higher law of right, from which any deviation is as sure to be punished as we are certain of death.

It is often urged that a man can not succeed in this mortal life unless he takes advantage of circumstances, and this is again construed to mean that if others steal, I must; or if others do wrong to increase their pile, so must I. A dozen wrongs do not, can not and never will make one right. It is not possible to do wrong and not in the end balance up all accounts, and it is as sure that we pay more for the indulgence of such a practice than we gain in our speculations, and no man who has ever tried it but what will, if now honest, endorse this last statement in a most unequivocal and emphatic way.

The road to success is rocky, but it is as straight as the rule of right. The road is not easy to climb, but requires persistent effort and inflexible purpose; rest there is not on the route, but peace there is when achieved. It is easy to look back at our blunders and to be patient with those who have not so far progressed, and to wish them all an easier path and faster progress, but who is it that succeeds?

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## WHERE THERE IS A WILL THERE IS A WAY.

BY WILLIAM WEILER.

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Mr. Pray in the July MAGAZINE has pointed out an instance where there was a will in a man and how he found a way to become an "eminent man in his line," in spite of his meagre advantages, but the keynote of his success was that he had a will to rise, and as one of conditions he became a "most persistent worker" in his chosen field of investigation. Instances of success in life in spite of unfavorable circumstances are not by any means rare, and the names of men written high on the scroll of fame in the history of the country or in its commerce and finances abound with self made men, who rose by virtue of their will power which enabled them to work for success. Call to mind Abraham Lincoln, who started from a log cabin, to split rails and eventually reached the White House. Garfield reached the same place by starting along the tow path as a mule driver. Grant had a better start, but afterwards seemed to get out of the line of promotion when he became a tanner, until at the call of his country he came to "tan" the rebels; but after all it may have been his experience as a tanner, whose work is so notoriously slow, that gave him the persistency "to fight it out on that line if it takes all summer" and to reach the presidency. In the race for wealth it is not the start that a man has that gives him success, for A. T. Stewart, the dry goods merchant, Peter Cooper, the manufacturer, Girard, the ship owner, Vanderbilt, the first Commodore, Gould, the railroad king, all had very little both of money and edu-

cation to start life with, but they had the will power that made them persistent workers, and they made use of all the means in their reach to accomplish the end they had in view.

As it is with place or position and wealth, so it is with knowledge; it can be had if there is a will to get it, but of course if the will is lacking it will not come of itself. This is no doubt the reason that makes Mr. Pray despond, in looking over the lack of interest in the Mechanical Department, for the will to improve does not seem to permeate the rank and file of the order or we should see these columns crowded to their full capacity with interesting topics and inquiries pertaining to our business.

Mr. Pray asks why is this so? My answer is: The seniority rule in vogue on all the roads has held sway so long that it has become a common expression that is used by firemen: It is no use to study; I will be promoted when my turn comes anyway. This while it ought not to be permitted to keep these men from study is no doubt the one reason that so little work is done in this line. When a strict examination on the fundamental principles of economic railroad management and practice shall be introduced, as it surely will at some time, some of these men will be found lacking and will then mourn over lost opportunities.

Another reason for the lack of interest manifested by many is no doubt found in the chilling reception a novice meets, and the curt answers he receives, when in the search for knowledge he attempts to get it from those who, by reason of their long service on the road, he thinks ought to be able to give him the desired information. Whether these rebuffs are the result of ignorance on the subject, and are given to prevent exposure, are the result of a trade unionism, which is aiming to keep the supposed trade secrets, or are simply the result of a desire to make the inquirer feel his inferiority in the presence of such mighty intellects, the natural result is the same—the earnest inquirer becomes disgusted at the search for knowledge under such difficulties and either relinquishes the pursuit or turns to other channels to get it, where he will be saved from sneers and rebuffs. He can find information in books and papers treating on his business, but there are in actual railroad practice so many differences in circumstances, that a man on a locomotive may at any moment find himself in a situation, while somewhat like that he or some other one has been in, yet differing in material points and requiring different treatment. For these special cases he cannot find a ready made remedy, and it is in preparation for them or in reviewing them that the greatest value is to be found in the columns of a Mechanical Department such as this.

But now in coming to the MAGAZINE we find that the editor has thought best to shut down on *nom de plumes*, and wants every contributor, whether old or new, whether accustomed to spread his ideas to the public or making his first trembling appearance, to sign their true names and thus give themselves away. If he is a new man he will probably be ridiculed as an upstart who would



have no business to inquire into matters beyond his comprehension; if he is an old hand and makes an inquiry the cry will be that he ought to know that much without asking; if he ventures to differ from others in regard to best method he is decried without mercy as a theorist, even if he has had practice to confirm his ideas. Then again in explaining situations it would often times serve to bring in other men, even without mentioning names, by the mere association which ever exists on locomotives, and the writer who would venture to criticise those over him, even if he had the best of reason and facts on his side, would no doubt find rather uncomfortable quarters, if allowed to continue in them at all. These are reasons which prevent the Mechanical Department from being as great a success as it might be, and the latter is no doubt one reason why it is not now so well filled as it used to be; but as the latter is an easily removed objection let us hope that it will be speedily cast into oblivion, and that the "boys" will have a chance to be heard from without giving themselves away if they don't want to. . . .

We are living in a fast age, with everything going at railroad speed, but now it is becoming a question what is to be considered fair railroad speed. All the roads are speeding up their trains, by shortening up the curves and taking out the grades where it is possible, by limiting the stops to as few as possible and as short a time at the stations as their business will permit; and then they come to the motive department and shorten the schedule time a few minutes here and there and get the speed up to 45 and 50 miles, and are not content to rest at that, but are now pressing on toward a higher mark yet, and as we hear of fast runs every day, some of which are ahead of the mile a minute gait even, it will not be long before we shall have trains regularly running at 60 miles an hour. Many runs have been made surpassing this speed and cutting the time down to a mile in 38 seconds, or at the rate of nearly 95 miles an hour, and it will no doubt soon reach the 100 mile an hour gait.

Nothing has done more to demonstrate the possibilities of fast traveling than the running of the Empire State Express by the N. Y. C. R. R., the regular schedule time of which is at the rate of over 52 miles per hour. As will sometimes happen on the best of roads the train has been delayed at times along the road, but it nearly always arrives on time at the end of its trip. To do this occasional runs have been made at the rate of 80 to 85 miles per hour on the west end of the road between Syracuse and Buffalo, where the grade and line of road is exceptionally favorable for high speed. Mr. Chas. Hogan is engineer in charge of the "999" which pulls the train over the western division, and is credited with having made the best time on record, and in a recent issue of *Locomotive Engineering* the secret of his success as a fast runner is given "in the steady manner of working up to speed; in the careful study he makes of how to work the engine into high velocity with the least possible drain on the boiler. He feeds the water very regularly, and never has it high

enough to cause priming, no matter how fast the cylinder may be drawing the supply of steam. He runs with a full throttle and regulates the speed by the reverse lever." The secret being thus out and made public it may be used by others, but the point we make is that theory is not against practice as at the head of this, but that good theory and good practice go "hand in hand," and that while by study we can form a theory, the practice will confirm and prove it. Dry steam used with a full throttle is good theory and will and does prove good practice.

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As W. J. Edwards would be pleased to hear from me on the subject of the injector problem, which has aroused his attention, I will endeavor to answer him; but in doing so he must permit me to start off with the assertion that the injector is a mechanical paradox, for its action is apparently opposed to reason and common sense. Suppose, for instance, that a party of ten men were in a house holding a door shut, and that a party of men of the same size and strength were on the outside trying to get in by the door, but that owing to the door jams only eight men could find room to exert their strength on the door; would it be natural to believe that the eight men could force the door open and go in themselves, and take in with them such of their friends as they had a mind to? Yet this is what the injectors in use all over the land do in their everyday working, for we have, say, a pressure of 100 pounds on the top of the check valve, and take a part of this steam out, turn it in a pipe, allow it to pick up some water, and then when it comes to the check from the outside seeking admission, the force inside is not able to keep it out, but the door is as it were lifted from the hinges, and the outside crowd rushes in just as long as it pleases, in spite of the fact that the inside crowd is still pushing on the door with all its might and power, as is readily seen, for when you shut off the injector the check valve is brought down with a "click," showing that the power was still there ready to shut the valve but temporarily overpowered by the influx of the mixed stream. Of course, in trying to explain the working of this machine we hear of condensation of steam and induced currents and what not, yet it is as hard a question to answer as it would be to explain fully how it is that I bend my fingers in writing these lines, at the dictate of the invisible mind. It is true that there are some facts which are hard to prove, if they can be proven at all, and yet we must accept them as such.

Now, in regard to filling a boiler with 30 pounds of pressure, let me say that in my experience in the roundhouse and on the road I have found that a great deal of water can be put into the boiler with 30 pounds of pressure, having at times filled up boilers several gauges with a loss of only 15 to 20 pounds of steam, and have had injectors work with as low as 10 pounds of pressure, but the Monitor is not a success (at least in my experience) as a low pressure injector or even as a variable pressure injector, for it seems to be very sensitive to slight variations of pressure, requiring constant watch of the over-

flow as the pressure is reduced to make it take up its water. If the steam pressure was all gone from the boiler—in Bro. Edwards' case—and the water in the tank was higher than in the boiler, the boiler could be filled from the tank provided the water in the latter was high enough to overcome the weight of the check valve. As a matter of course the overflow valve would have to be closed, and some valve above the water in the boiler opened so as to produce no compression, and as it is the nature of water to find its level it would no doubt flow as long as its levels were unequal.

Having in a manner answered Bro. Edwards, I now wish to ask him some questions, and hope he will have pity on my ignorance and enlighten me. In the first place, how did your engine come to "die"—at a station at that? In my sixteen consecutive years, and in my previous service and connection with roads, I never saw or had anything to do with "a dead engine" whose boiler was in condition to be filled up, as seems to have been the case in this instance. Bro. Edwards says they had 30 pounds of steam; they must therefore have had water in the boiler, and to make it safe to fill her it ought to have covered the crown-sheet. What then was the idea of putting in more water and thus using up the steam instead of using the steam to re-kindle the fire, and then when that was done go on and supply water as needed? Again, if the engine was dead, what was the use of putting in water, if she had enough to cover the crown-sheet? If she had not enough to cover this, it would do more harm than good to put water into the boiler, even if the plates were cooled off in part. We have had dead engines by reason of bursted flues, dropped crown-sheets, blown out whistles, defective hand-hole plates, and by holes punched into the boilers in collisions, but in none of these cases was it desirable, necessary, or even possible to fill the boiler after the fire was gone, as I understand was the case with Bro. Edwards' engine. I should therefore like to have further light on the subject, which is certainly dark to me now, and I hope Bro. Edwards will in the interests of thousands of our fellow workers give us all the facts of the case, so that we may get all the points involved, and be able to form a better idea of the peculiar situation in which they were placed, and in which we may at some time find ourselves as well.

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## PROGRESS OF THE ELECTRIC LOCOMOTIVE.

BY WILFRED P. BORLAND.

The electric locomotive is slowly but surely making its way to the front, and we may be sure that before many years steam locomotives will be nothing but a memory. The first electric locomotive of any considerable size in the United States, and what is claimed to be the

first practical high speed locomotive in the world adapted to the requirements of steam railroads, has recently been completed by the General Electric Co., and will be exhibited at the World's Fair. This locomotive is of thirty tons weight, and is designed for a normal speed of thirty miles an hour. It runs on four wheels 44 inches in diameter, and has two motors, one for each axle. The drawbar pull is calculated at 12,000 pounds. It was designed, primarily, for elevated railroad service and for passenger and light freight service on secondary lines. The only objection to the use of the electric locomotive over long distances is, at present, the great cost of long lines of electric feeders. When the problem presented by this condition is solved—and we may be quite sure that it will be solved at no very distant day—it will be only a question of time when the electric locomotive shall entirely supersede the steam locomotive in all kinds of railway service. Between places comparatively near each other, where the extreme cost of maintaining long feeder lines has not been encountered, the electric locomotive is even now becoming a dangerous rival of the steam locomotive. The General Electric Co., predicts as follows:

The evolution of the use of electric locomotives will probably follow along the lines dictated by expediency and favoring conditions. At first they will probably be used in elevated railroad service, and in New York, Brooklyn and Chicago alone their advent will be hailed with a feeling of deep gratitude. They will then probably be adopted as feeders to the trunk lines, both for freight and passenger traffic; and to operate short suburban lines, where a rapid efficient service is requisite. Their peculiar fitness for switching purposes will advance their use another step, and then slowly, as the different problems presented are overcome, they will invade the province of the trunk line steam locomotive, and the millennium of railroad travel will be within the realities of life.

Commenting on this, the *Railway Age* says: "It must be conceded that its predictions are fully within reasonable limits."

In France, recently, electric propulsion has been applied to locomotives upon apparently incongruous principles. Each locomotive is to generate its own power; a stationary boiler is mounted upon the locomotive frame, and the steam power generated in this boiler, instead of being applied directly to produce motion, is utilized for the generation of electric power, which is applied to produce motion. At first sight it would appear that there was not much to be gained by this method, but it is expected that the economy gained in the absence of all reciprocating parts will more than offset the apparent loss attendant upon the rather roundabout method of conversion of power, and, as each machine will be independent, and there will be no necessity for power stations and expensive feeder lines, it may be that it is in some such way as this the problem of electric propulsion will eventually be solved. With the general adoption of the electric locomotive, the duties of enginemen, and especially those of firemen, will be completely revolutionized. What will those who now perform the duties of locomotive firemen have to do on the electric locomotive? Many of the important duties which they are now called upon to perform will no longer be necessary, but there

will undoubtedly develop other duties quite as important as those which disappear. This generation shall probably not witness much change, but it is within the range of possibility that the locomotive fireman as we now know him, will, to the next and succeeding generations, be but a memory of the past."

At the recent convention of the Master Mechanic's Association, the committee on smoke prevention offered the following propositions:

Smoke prevention means perfect combustion. The matter of perfect combustion has been discussed, and the principles upon which it depends have been thoroughly established long before the existence of this association. Perfect combustion means:

1. That temperature of the fire box must be maintained at a sufficient high point to insure prompt combination of the carbon of the fuel with the oxygen.
2. An adequate supply of oxygen.
3. Proper presentation of the oxygen to the fuel.

It may be taken as an established fact that if the temperature of the bed of fuel is maintained at the proper point, and its efficiency not impaired by the addition of an excess of raw and cold fuel, and if the proper amount of oxygen is supplied, the prevention of smoke will be accomplished. We find in practice that the ordinary locomotive with deep fire box, equipped with a fire brick arch and ten two-inch combustion tubes, three on each side of the box and two on each end, can be operated practically with no smoke while running. It is understood that the locomotive is fired carefully, the fuel being introduced in small quantities so as not to lower the temperature of the incandescent mass of fuel.

There are suggestions here that firemen will do well to follow, but the first statement is misleading; it is not a statement of fact. If it had been put: Perfect combustion means smoke pervention, it would have been correct; but smoke prevention does not always mean perfect combustion. There may be, and in fact often is, very imperfect combustion with an entire absence of smoke. And now that may be a good question for the boys to consider. Mr. Pray very justly complains of the lack of interest in our question box. Let me put the question: Does smoke prevention mean perfect combustion? If not, why not?

In the discussion which followed this report many of the members described devices which had proved very successful in preventing smoke, but the unanimous verdict was that none of them ever saved a pound of coal. This experience ought to be conclusive that smoke prevention does not mean perfect combustion.

That remark of Mr. W. H. Marshall's in discussing the report, was a very just one. He said that "a good fireman was the best smoke consumer." That was probably the truest remark made in the whole course of the discussion. In the last analysis, both smoke prevention and perfect combustion depends upon the good work of the fireman. He must mix some brains with his work or else fails; however perfect any device may be it will fail to produce good results if manipulated by a poor fireman.

Now here is another question for the boys to consider. There is quite a common belief that there is a great deal of virtue in hot air to insure perfect combustion when admitted above the fire. Is there

any good grounds for this belief? Will we not accomplish as good results by admitting the proper quantity of cold air as though the air were heated? If not, why not? By admitting cold air in proper quantities do we abstract any of the existing heat of the furnace? If so, why so?

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### AIR BRAKE PRACTICE.

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MR. EDITOR:—There is quite an interesting discussion going on between the air brake people of the country, and, no doubt it will interest many of the readers of this department of the MAGAZINE.

The question at issue is, when a partial application is on, and occasion should arise for an emergency application, whether it is better to push the handle to the emergency notch at once, or first release the brake just long enough to recharge the train pipe and then make the emergency application. Some say that by putting the handle in release position for a moment before making the emergency application we shall get a more powerful application of the brakes than we could get by simply increasing to emergency application when partial application is on. It is wrong to release any brakes in case of emergency; but we are told not to leave the handle in release position too long, but just momentarily, in order to recharge the train pipe. But when we recharge the train pipe we release the brakes. The train pipe pressure holds the triple valve in release position and if we make a full service application we would get 50 pounds pressure in the brake cylinder. But they do not say when a full service application is on, but only a partial application; which would make it all the more powerful by pushing the handle clear to the right.

The graduating spring would have to be compressed before an emergency application could take place, and if a partial application is on, the piston of triple valve is not quite up against the graduating spring, but a short distance from it, which would leave room enough for the piston to receive the necessary momentum to compress this spring if the space between the piston and graduating spring cuts any figure in the case at all. The idea of releasing brakes which we have partially applied is certainly wrong; besides, we are told to do this in case of emergency, when we want to stop as soon as possible. It is too much of a scientific action to undertake at a time when an emergency application is desired. At such a time, if we released our brakes, we should have to watch the gauge to see when the train pipe was charged; that takes time, and time is the main thing in an emergency application of the brakes.

BALTIMORE, MD.

Walter C. Garaghty.

## THE ENGINE WAS RUN WITH AIR PRESSURE.

MR. EDITOR:—In answer to Mr. Weiler's question, I wish to give my idea as to how Mr. Holly created the required power to run a mile and win his bet. In the first place we will suppose that the cylinder packing and valve were perfectly tight. This being the case, I can imagine Mr. Holly sitting on the right hand side with the reverse lever in the back motion from the way he was being towed, and with the throttle and cylinder cocks open to admit the air into the boiler through the cylinders. Or, in other words the cylinder would act as an air pump to fill the boiler with air. In Mr. Weiler's article, it was not stated how far the engine was to be towed, and I am not prepared to give the exact distance it would take to accumulate air enough to run the engine one mile. I would like to hear from some one better posted than myself on that point. Here is a question to which I would like an answer: How far will a spot on the outer edge of a wheel, five feet in diameter, travel in going a given distance?

CHERRYVALE, KAN.

*Ira McNaught.*

## ANSWERS TO QUESTIONS.

MR. EDITOR:—I wish to answer Bro. Harvey's questions as follows:

1st. If monitor injector is in good shape, the heater cock may be shut clear down and water will still proceed on into the boiler.

2nd. Top guides always wear most, as the strain is on top guide all the time while engine is running forward and on bottom guide when running backward.

3rd. Engineers who say a certain wedge is stuck are correct. If the wedges are set up too close it causes friction and they will stick; if the wedges are pulled down friction is relieved and they no longer stick. Hence, the position of the wedge has all to do with the matter, in either case.

CHICAGO, ILL.

*J. E. House.*

## HOW HOLLY MUST HAVE DONE IT.

MR. EDITOR:—I think Mr. Weiler's story of running an engine a mile without steam or water is true. If I had been in Mr. Holly's place, I would have had the engine reversed while they were towing her and, by so doing, in a very short time the steam gauge will show pressure and the safety valve work the same as with steam.

ALLEGHENY, PA.

*W. J. Edwards.*

## IN ANSWER TO MR. WEILER'S PUZZLE.

MR. EDITOR:—In answer to Mr. Weiler's question, which appeared in the July MAGAZINE, I would say that I think a locomotive might be run a mile or two under the conditions mentioned. If I was in Mr. Holly's place, and could be towed out a mile or two, when I started I would put the reverse lever in the motion opposite to which I was being towed, and open the throttle. This would allow the air that was pumped into the cylinders to pass into the boiler, and by the time I had been towed a mile or so I would have pressure enough in the boiler to run a mile on level track. By an engine running ahead, in back motion, it makes air pumps of the cylinders. Let me know if I am right.

SOMERSET, KY.

*W. T. Franklin.*

## CLINKERS.

It is sometimes amusing to hear persons talk of their independence; one would suppose that they owed nothing whatever to any other member of society, being so entirely self-sufficient that they might exist alone.

This show of independence is mainly the result of ignorance, and its exhibition is almost always in bad taste. The fact is that there is not an entirely independent person on the face of the earth, from the Czar of all the Russias to the lowest tramp in existence; each person is, in some degree, dependent on his fellows for such benefits as he enjoys.

Mutual dependence is the very base of organized society; without mutual dependence society could not exist, and the wonderful development with which we are familiar could never have taken place. The wonderful triumphs of genius that enrich the world were not accomplished by independent beings.

Spite of the obvious facts of the case, men like to flatter themselves with the idea that they are independent; they like to believe that it is good for every tub to stand on its own bottom, and it don't require much argument to induce a man to think himself one of those tubs.

This exaggerated feeling of independence is one of the contradictions in the law of social development; it has always been a stumbling block to humanity at large, and is, to-day, one of the greatest hindrances to the elevation of the masses. When men learn that an acknowledgment of dependence does not necessarily imply a sacrifice of self-respect, we shall have taken a long step ahead.

Self-respect and independence are two very different qualities;



when one asserts his self-respect he asserts confidence in his own acts, belief in the equity of his dealings with his fellow men; his inner consciousness tells him that he has squared his conduct by the dictates of the moral law, and he inwardly rejoices that his conduct toward his fellows is above reproach.

But when he asserts his independence he simply asserts his power to live alone; he asserts the fallacy that his own merits, his own efforts and powers, are all sufficient for his needs; he asserts, in fact, that which is not true. It is the disposition to use these two terms synonymously that has produced the exaggerated notion that an independent person is a self-respecting person.

If we could only get rid of that notion it would be a grand thing for the cause of humanity; then, instead of seeing workers who have risen somewhat above their fellows, trying to stand alone and miserably failing in the effort, we should see them extending a helping hand to the less fortunate, and inviting them to assist in an united effort for a broader and grander social life.

Then, instead of seeing the different groups of workers trying to square their actions by the dictates of the false assertion that "every tub should stand on its own bottom," we should see them unitedly working for the attainment of a common end; then, instead of pulling in different directions and accomplishing little, both labor unions and individual workers would pull together and accomplish much.

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## MECHANICAL MISCELLANY.

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The example set by the Pennsylvania and the Lake Shore Railroad systems is one which it is to be hoped will be followed by every road in the country. These roads have granted to each employe two weeks' vacation, with free transportation to and from the exhibition at Chicago for themselves and all their dependent families. The exhibition now going on at Chicago is one the like of which will not probably be again seen in this country within this generation, and every possible facility should be given to those who can ill afford the expense of visiting it to do so if possible. The railroads are in a position to render much aid to their employes in the matter, and it is to be hoped they will make good use of their opportunities for doing good in this direction. Every employe will be the better employe for the education which will come of a visit to such an exhibition as this.—*American Machinist*.

While the compound locomotive does not seem to have met with the enthusiastic reception in this country that its projectors expected and hoped for, it still continues to hold its own in Germany. At a recent meeting of the German Association of Engineers, the Chief of the Locomotive Department of the Prussian State Railways stated that the trials of the compound locomotive indicated its superiority over the single system, in that it did more work, saved fuel, and threw fewer sparks.—*American Engineer*.

Dr. Brewer, of Cambridge, making all allowance for the Chinese inventive, lying faculty, allows them to have been acquainted with the properties of the magnetic needle B. C. 1715; while the early French Jesuit priests, who had no interest in supporting any mythical stories in the land of their adoption, believe trade routes and canals to have been in existence about the same period; that a system of regular marriages had been introduced among the people; that weaving was understood; banks and bank notes in existence; gunpowder; a regular calendar reformed B. C. 1498; a knowledge of lunar eclipses, and a division of the people into classes, each wearing a dress distinguished by its colors.—*Scientific American*.

From the appearance of the *Patent Office Record* a great many inventors are devoting their time to the designing of compound locomotives and their attachments. It looks as if the compound locomotive promises to become as fertile a source of revenue for patent lawyers as brakes and car couplers have been. At the beginning of this year there had been fifty-seven patents on compound locomotives taken out in this country. England was a little ahead of us with ninety-four patents, but it looks as if our inventors would be ahead before this year is out. Other countries have been well represented by inventors of compound locomotives, for France has 22 patents on this kind of engine, Germany 14, Italy 2, Switzerland 2, Russia 1, and Norway 1.—*Locomotive Engineering*.

One of the great decapods on the Erie met with a curious accident the other night. She went out to push a train up the hill from Port Jervis. One of her forward sand-boxes was filled and the other neglected. This caused her to catch on sand on one side only, and broke the side-rod between the two front pairs of wheels; one side letting go broke the other, and the first revolution the stub end of one rod flopped over against the saddle and chest and blocked that pair of wheels. The engineer could see or hear nothing wrong, after the first noise, and went on pushing the train some ten or fifteen miles. When he let go the train and started to back up she made racket enough to call for an emergency stop—she had flat spots 14 inches long on her forward tires.—*Locomotive Engineering*.

The old project of a ship canal from Georgian bay to lake Ontario at Toronto, which would shorten the water route between Chicago and New York 400 miles, has again been revived, and some strong names are given as members of the syndicate to promote it. As an engineering problem the work would not present great difficulty, but the real trouble will be to raise the \$50,000,000 or \$60,000,000 needed for making the canal and locks. If the cut-off should ever be built it would doubtless increase the competition between water routes and railways.—*Railway Age*.

On the 4th of May an engine on the Queen & Crescent came into Chattanooga with a bent piston rod. The rod and piston were taken out and the rod heated over a blacksmith fire. While the smith was straightening the rod the head exploded, killing the blacksmith and his helper and seriously wounding a man standing near by. Solid heads, so-called, those without followers and bull ring but cast in one piece, hollow, with the core-holes plugged up, have exploded several times of late years when heated and one case is reported where one blew up while under a drill press being tapped.—*Locomotive Engineering*.

The Richmond & Danville has put on a new fast mail train which leaves New York at 4 A. M. and Washington at 11:10 A. M., so as to arrive at Atlanta at 6 o'clock next morning, where direct connection is made with five or six diverging roads, distributing eastern papers and mail throughout Georgia and Alabama morning and evening of the second day from New York. The same fast time in the reverse direction will be made, thus bringing the north and the south closer together.—*Railway Age*.

# WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER, INDIANAPOLIS, IND.

## THE COLUMBIAN EXPOSITION.

When I hear occasionally an individual say he is disappointed in the World's Fair, I wonder if there is anything in the universe that would not disappoint him. It seems to me the imagination could not picture anything more satisfying than this Exposition, whether taken as a whole or in detail. Nothing equal to it ever was seen, there will not be anything like it again within the next century. No nation within this space of time will attempt a World's Fair, as all succeeding ones would be measured by this. It would be impossible for any country, except the United States, to give such an exhibition, and, of course, it will not be attempted here again within the lifetime of any one now living. For that reason it is advisable for every one who is able to do so, to avail himself of the opportunity of seeing this unparalleled spectacle. It is to be most earnestly hoped that the railroads may find it possible to make such rates as will enable the general public to get to Chicago. My prediction is that before the end of the season, lodging can be obtained practically for what the lodger feels able to pay. There certainly is no lack of accommodation at present and prices have been already reduced. It always costs a good deal for board in a city but I have found no advance in the usual restaurant and hotel rates of Chicago. During a stay of three weeks I have not felt in any instance that I have been overcharged or swindled. There are many places where excellent lunches are put up for a quarter. At the restaurants one pays mostly for the service, and if he is willing to dispense with "style" he can get meals at reasonable prices. The World's Fair is not beyond the reach of any except those in straightened circumstances or those with large families, provided they do not have to pay too much to get to Chicago. Every one who possibly can afford it should attend the Fair, as it is in the nature of a liberal education, and will give a breadth of information that can be obtained in no other way. One comes in contact with the nations of the world and is able to make intelligent comparison.

Even with reduced railroad fare it is not probable that the attendance will be what was anticipated, because of the present financial stringency and the unsettled conditions. It is unfortunate, both for the people and for the Fair. A gentleman of national reputation said to me, "I do not enjoy the Exposition because I see the evidences of a big steal on every hand." He had had no opportunity for any of the pickings. The sight-seer need not worry about the

"steal." He will get the full value of every fifty cents which he pays at the gates. It doubtless would be too much to expect that so great an undertaking as this could be carried on without some of the funds being misapplied; the salaries seem unnecessarily large; there may be some crookedness in the matter of the "concessions;" but the fact remains that the public has offered to it the finest exhibition the world has ever seen, and it is not worth while to lose any sleep over the methods by which this was produced. The visitor at the Fair will find very little for criticism. One is particularly impressed with the arrangements for the safety and comfort of visitors. Every safeguard has been placed over the transportation by rail and by water, and it seems improbable that any accident could happen which possibly could be provided against. It is wonderful also how easily the people are managed and how little crowding there is. The buildings and grounds are so extensive that a hundred and twenty-five or fifty thousand people are able to go around with small inconvenience. There will be occasionally some crowding about a particularly attractive exhibit, but the visitors are in a continual hurry to see something else and one has only to wait a few moments for his turn. Filtered drinking water is furnished in abundance, free of charge, or one can have water from the Waukegan Springs for one cent a glass. Toilet rooms are free, but if one wants the use of soap, towels, etc., he pays five cents for them. There are plenty of seats everywhere, and one has to struggle continually between the temptation to occupy them and the other temptation constantly to move on and on in pursuit of the new and the interesting. I have met with nothing but courtesy on the part of the guards and all persons who were applied to for information, and I do not see how even the most carping and critical can find fault with the general arrangement and management of the Exposition.

The visitor finds here not only the products of all nations, but the greatest and best that these nations can produce, and he will be filled with surprise to see the high character of these exhibits. Countries which we have been accustomed to regard as crude and semi-civilized, astonish us with the beauty and skill of their display, while those countries even from which we expected much, amaze us by the magnificence of their exhibit. It is a good thing for a citizen of the United States to be brought face to face with these things, for he is prone to exalt the products of his own country above those of all others, and he sees in this object lesson that we have yet much to learn, in many departments, from the countries of the old world. It is a common remark from people who have been abroad that all their travels did not give them such an idea of the capabilities of other nations as they receive from a visit to the World's Fair. There are different ways of "doing" the Exposition. The specialist will select the one subject in which he is most deeply interested and spend his time in seeing what each country has to offer in this line. The careful, comprehensive observer will learn the location of every building and the nature of its exhibits, and will

map out each day's work systematically, obtaining a broad and intelligent idea of the entire Exposition. Another will skip about in a hit-or-miss manner, getting a superficial view of things, spending much of his time in visiting with acquaintances or sitting idly about and telling how tired he is, but when he gets back home his neighbors will think from his reports that he "saw it all." There is such a wealth of the interesting and instructive that it would be impossible to particularize. The Manufactures Building, whose walls enclose forty-four acres, contains the finest manufactured products of all civilized countries; the Art Hall has pictures and sculpture from all nations, the number running up into the thousands; the Transportation Building has everything used for carrying, from the ox-carts of South America to the most elegantly equipped railway train in the world, placed on exhibition by the New York Central; Machinery Hall, with every species of machinery, from a cherry seeder to a Hoe printing press, the silk looms of France, the great engines that furnish power for the machinery of the entire exhibit; Agricultural Hall, with every product of Mother Earth most effectively arranged; Horticultural Hall, with its splendid treasures of flowers and fruit from every country; the Electrical Building, which makes the stories of Aladdin and the genii a present reality; the Mining, the Forestry and the Leather Buildings, with their complete exhibits. Really, one must not attempt detailed description, for there is the Government display from Washington; the Fisheries; the Dairy, with its wonderful cattle; the beautiful buildings of the foreign countries, France, England, Germany, Brazil, Sweden, the East Indies, and many others; and all the state buildings, each with the attractions peculiar to its state, with California in the lead. Then there are the old convent of La Rabida, so inseparably connected with the history of Columbus, and containing over a thousand relics, centuries old; the caves of the Cliff-Dwellers; the Indian school; the great Krupp guns; the quaint Japanese houses, and the Alaskan and Esquimaux villages, with their most uncomfortable inhabitants. One does not know where to stop, but fortunately the daily newspapers have made all of these points familiar to the readers. Never before was there such a spectacle—but a step from Lapland to South Africa, only a moment's walk from the snows of Siberia to orange groves and magnolias.

Probably that feature of the great Fair which attracts the most attention is the Midway Plaisance, a long street or avenue, over a mile in length, devoted to what may be called Vanity Fair. This avenue is thronged from the time the gates are opened in the morning until almost midnight. Many people of culture and education declare that they find it a never-ending source of entertainment. To me it represents coarseness, vulgarity, fraud and immorality. I took it all in, with the proper escort, from the "Congress of Beautiful Women," the worst "fake" on the grounds, to the dirty Bedouins, at the end, attended the wretched theatres, drank lemonade in the beer gardens, promenaded the streets of Cairo along with the camels,

donkeys and filthy Arabs; and wondered in what particular spot the cholera would break out first. I can understand why everybody should want to make the rounds once, to satisfy curiosity. Here, side by side, are Fiji Islanders, Egyptians, Moors, Chinese, Japanese, Laplanders, Turks, Dahomeyites and other nationalities, in most picturesque confusion. There are a Babel of tongues, the din of every kind of music known to these nations, coarse, dirty men, bold, half-dressed women and the most promiscuous crowd of people that could be gathered under the sun. It affords, it is true, a study of foreign life, but only of one phase of it and that of a very low order. I cannot understand what it is that takes people of refinement down the Midway, day after day. Is it the Bohemian instinct that is usually suppressed by the conventional requirements of life but crops out when it dares do so? Daily contact with these scenes cannot fail to be demoralizing. The dancing in the theatres is extremely disgusting, and those who understand matters know that the customs of those countries would permit only one class of women to come over here in this capacity. There are some respectable features connected with the Midway, the glass works, the Ferris wheel, the menagerie of trained animals, but I cannot regard the general tendency as other than degrading. The foreigners themselves are not likely to be greatly improved, if one is to judge by the frequent spectacle of the Egyptians, South Sea Islanders, etc., carrying buckets and pitchers of beer to their associates at all hours of the day and night. It is said all of these foreigners develop an amazing taste for American lager beer, and they will take this and a great many American dollars away with them as souvenirs.

One returns with pleasure to the Exposition grounds, with their broad avenues, their beautiful buildings and crowds of orderly, respectable people. One of the distinguishing characteristics of the Fair is the excellent behavior of the crowds of people. It is a subject of universal comment. In three weeks' time I have not seen one person under the influence of liquor or one instance of disorderly conduct, and yet, during this time, there have been many hundred thousand people on the grounds. I believe a young girl, or a party of girls, could spend any length of time at the Fair without being annoyed by an improper look or word. There are various reasons for this: The Fair does not attract that class of men who are apt to insult women; any attempt of this kind would necessarily attract the notice of a large number of people; the police supervision of the grounds is admirable; but the chief reason, doubtless, is that everybody goes to see the exhibits, buildings, etc., and there is so much on every hand that is so intensely interesting as to leave no leisure or inclination for other pastime. One goes away footsore and weary, utterly exhausted in mind and body, but with recollections that time can never efface. Never was there such a scene as is presented at evening on the World's Fair grounds. The New Jerusalem cannot be more beautiful. On the east, Lake Michigan stretching away in the distance, the outlines of many vessels

standing in relief against the evening sky; near the shore the great gunboat, "Illinois," the graceful Spanish caravels, the sturdy little "Viking," naval exhibits of three countries and three ages; the lagoon wandering through grassy parks, spanned by graceful bridges and dotted by Venetian gondolas; the Wooded Island, with its luxurious foliage, its picturesque cottages, and the white swans coming down to the water's edge; the magnificent fountains throwing their silvery spray high in the air; innumerable groups of statuary; every conceivable style of architecture represented in the great white buildings, the sparkle of countless thousands of incandescent lights; the exquisite music of the Marine Band, the only sound that breaks the stillness. Nothing like it can be imagined. It is a picture of the old world and the new, the past and the present, the beauty of nature and of art. Fortunate, indeed, are they who can count as the choicest of memory's pictures this one of the City of Enchantment.

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## WOMEN AND THE WORLD'S FAIR.

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There is danger that this may be a World's Fair edition of the Woman's Department, but it may not happen again for four hundred years. The first structure that confronts one upon entering the grounds is the Woman's Building, and in this every woman feels an especial interest. Through the efforts of Mrs. Palmer it was the first to receive an appropriation from congress; it was under headway before the men had quit wrangling about money matters or commenced work; it was the first building finished, and almost the only one that was ready for dedication when the fair opened; it is, I understand, the only one that kept within the appropriation, of which it still has \$40,000. (It is proposed to make this the nucleus of a great permanent woman's building in Chicago to be used for congresses, lectures, concerts, etc.) Its architect was a woman, all the wood-carving, ceiling decoration, etc., were done by women. It is filled with the work of women of all countries—painting, sculpture, needlework, etc. The wonderful African exhibit of Mrs. M. French Sheldon is here, in charge of that lady, who has explored the very heart of Africa, the most remarkable deed ever performed by a woman. The display here does not fully represent the accomplishments of women, as their work which is entered for award is placed in all departments of the exposition by the side of men's work, with no distinguishing mark. In fact it is said that there is scarcely one department in which woman's work is not represented.

Although women are so prominent a factor in the fair they have had to fight for every inch of ground. The first fight was made by

the woman suffragists before congress for a representation of women on the board of managers. A bill was secured granting this, but the appointments were placed in the hands of the national commission of men. They were made in a purely complimentary spirit, without any thought of the women taking an active part. While some members of the commission have encouraged and assisted their efforts others have placed every obstacle in their way and contested every step they have taken. One prominent politician and member of the national commission wrote: "I am opposed to any woman having any position of either honor or profit connected with the fair." A few years from now, when he is soliciting the votes of women, this letter will make interesting reading. A determined effort had been made in every state to secure the appointment of women upon state boards, and in many instances it was unsuccessful. In a number of states the women were refused any money with which to secure an exhibit, or had to take such small portion as men were willing to dole out to them. When it came to the appointment of juries of award, positions with salaries attached, there was a determined attempt made to prevent women from receiving any of them, and it was only through a persistent fight on the part of Mrs. Palmer and her co-workers that women were allowed a share of these, and then it was granted at so late an hour as to make it almost impossible to secure the judges desired. This matter, like every other in this country, resolved itself into a question of politics, and in such a case women are always at an immense disadvantage. It is not till women attempt to do some public work or to transact business for themselves that they fully realize the situation. The World's Fair has offered women a magnificent opportunity to show their capability and has given such an impulse toward the cause of equal rights as to make its success a certainty at not a very distant day.

One of the interesting sights at the fair is the children's building, a place where the children may be cared for while the parents see the exposition. It is an exhibit of a model day-nursery, and, through glass partitions, the visitors may look at the dainty white beds, the white capped and aproned nurses and the babies receiving even better care than parents could give. In another department is the play room for older children, where everything possible is provided for their amusement. By the payment of twenty-five cents the child will be cared for all day. A man stood by the side of me as I watched the little ones. He held a child of, perhaps, two years old in his arms. He had been dragging it around the fair grounds all day and it was hot, tired, dirty and cross, the picture of discomfort. Looking at those within, clean, cool and comfortable, he said, giving the child a squeeze, "Papa never would leave his baby in there among strangers." I contrasted the condition of the children and said to myself, "There are several kinds of parental love."

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## THE ANGEL OF DEATH.

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Many of our readers have a personal acquaintance with Mrs. Eugenie Debs Selby and she has endeared herself to them by her sterling qualities of heart and mind. Others know her through the excellent contributions she has sent at rare intervals to this department. For many months her pen has been silent, for a dark shadow has rested upon her home, and she has realized that the life of the husband she loved so well was almost at its close. The marriage was an exceptionally happy one, it was consecrated by one bright and beautiful boy, and the future seemed full of promise. Then the sorrow came. Overwork on the part of the husband brought on mental and physical prostration from which he never recovered. The courageous wife took up the work the husband laid down and has made a brave fight against grief and anxiety and weariness of body and mind. The end came in June, and the tired soul found eternal rest. We, who have known Mrs. Selby for many years, understand with what fortitude and heroism she will bear this sorrow. Her cherished parents, her beloved child, her work in the brotherhood office, will continue to receive the most conscientious devotion; her grief will never make her selfish or forgetful of others, but it will shroud her heart with that desolation of widowhood which only those who have felt it can appreciate. Fortunate, indeed, it is that "Love and Hope remain forever." I am sure that I speak for all the writers and the readers of the Woman's Department, with which our friend has been always intimately associated, when I ask her to accept all that we can offer of sympathy and affection.

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For several years the Woman's Department has published contributions signed "Wilda Chesterfield." They were from the pen of Miss Ida Orrell, of Murphysboro, Ills., and were among the very best articles ever received for this department. They were original, bright, independent and interesting, treating in an honest and sensible manner the various topics of the day, and were always published without a word of correction or change. From the same place came other contributions, equally meritorious, signed "Pebble," but in the same handwriting. I was puzzled to understand it until I learned, through a private letter, that "Pebble" was Mrs. M. Orrell, the mother, and that Ida copied her articles for her because she wrote a plainer hand. I felt an especial interest in these two writers and it is with the deepest sorrow that I learn, through a letter received from the mother, that her beloved daughter died June 26, of typhoid fever, aged twenty-one years and six months. Ida had entered into a lovely young womanhood. She had dedicated her life to the uplifting of humanity; she was secretary of the Equal Suffrage Association, superintendent of the Flower Mission of the W. C. T. U. and, with eloquent pen, championed the cause of every

right. Every reader of the Woman's Department will feel a sense of personal loss in the death of this gifted young woman and the ending of a career so full of beautiful promise. Our most sincere sympathy is extended to the widowed mother. Fifteen months ago she was called upon to bid a last farewell to another beloved daughter, twenty-six years of age; and a few years ago, within the space of five weeks, she lost through death a daughter of fifteen and a son of eight years. One only son is now left to support and comfort her in her sorrow. In such affliction very little consolation can be put into mere words, but we wish Mrs. Orrell to know that our hearts are full of tenderness for her in her terrible grief, and that we offer her all there is in loving remembrance.

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## NOTES.

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The poem from Chicago signed "Anonymous," cannot be used without the name of the writer. It awaits his permission.—— Several inquiries have been received this month in regard to the formation of Woman's Auxiliaries, but as I am away from all my books, papers and other references, I cannot answer them at present. A list of the Auxiliaries and National officers may be found in the August number of the MAGAZINE.—— A communication is received in regard to a "plagiarized" article which recently appeared in this department, but it cannot receive attention until I can get a copy of the MAGAZINE which contained it.—— A number of readable and properly signed articles have been crowded out of recent issues of the MAGAZINE, but I trust they may yet appear. The Woman's Department was liberally remembered this month.

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The women of Idaho are amazed to learn that the last legislature took away from them the right of school suffrage. It was done so quietly and surreptitiously that they knew nothing about it until it was too late. If there had been just one woman in that body, this could not have happened. She would have sounded the alarm. Now the women will have to go to work with prayers and petitions and endeavor to get another bill passed. This is what it means to belong to a body of unrepresented citizens.

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In Kansas, women are permitted to serve on the boards of trustees of insane hospitals, and Mrs. Mary A. Lease has been made President of the State Board of Charities. It seems to be a pretty good thing for the poor and afflicted that women receive equal recognition in Kansas.

## NOTES BY THE WAY.

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When the recent case of "hazing" in the Wesleyan University at Delaware, O., occurred, sensational reports were published as to the active participation of girls in the cruel sport. Various papers took occasion to use this as an argument against co-education. An official statement has been issued by the faculty and leading citizens declaring that neither on this occasion nor any other has there been any "hazing" done by the girls of the college. The obstructionists will have to hunt up some other argument.

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The legislature of Colorado has passed an act which sends to the county jail for sixty days any man who fails to support his wife and children. Wonderful legislation! If a man refuse to support his family, send him to jail for a couple of months, where he cannot work, and let him be fed and lodged in idleness while the tax payers foot the bills. Meanwhile, what becomes of the family? Why not put him at hard labor, deduct enough of his earnings to pay his expenses and apply the rest to the support of his wife and children?

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## THE BENEFITS OF UNITED EFFORT.

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Good morning! 'Tis a stranger that greets you and asks admittance to your ranks. You ask for the countersign? I can not give it. I am not a fireman's wife. But I know her. I have lived near her—so near that our joys and our sorrows seemed to intermingle. So near that the great headlight that each day came swinging into sight from around the mountain shed its light into my life as well as hers.

If the train is on time, the fireman's wife watches its incoming, smiling at the wave of a hand or handkerchief from the left-hand side of the cab. But if I do not, what does it matter? If the train is late—so late, in fact, that the stars have been dimmed by the red light in the east, who, then, watches for its incoming? The fireman's wife alone? No, the railroad man's wife, wherever she may be. Then what does it matter whether I listen for the shriek of the whistle or watch for the brakeman's signal lantern? Or whether my prayer has been for the one on the right-hand side of the cab or the one on the left? Or whether for the one who apparently has nothing to do but punch tickets and tell jokes, yet with his mind all the while with the great serpent-like train creeping so gracefully up the grade with its load of human freight? Or, if my thoughts are with the switchman, still at his post, or the dispatcher, yet in his chair, his temples throbbing and his chart spread out before him? For somewhere a woman anxiously awaits their coming.

Or, if I be the mother of the overworked boy operator, who, perchance, through some fault not all his own, has sent a dozen souls into eternity? Am I still not entitled to your sympathy and a place in your midst? It is too dark to see the wave of a well-known hand, but out of the darkness that comes just before dawn we are watching for the same train. Our thoughts and our prayers

are the same, and when a low, rumbling like that of distant thunder tells of its approach, whose heart is made lighter by the sound? That of the railroad man's wife. It matters not in what capacity her husband may be employed. I have on my table a dozen copies of the FIREMEN'S MAGAZINE, also a few copies of the Conductors' and Engineers' journals, and I read other railway literature. I try to find some good reason for preferring one above another, but I find none. When I read in the Woman's Department of the FIREMEN'S MAGAZINE some articles which to my weak judgment have appeared to be better written than others, I think possibly they are from a better brain but not from a better heart. The motive that prompted them was the same. So it is when I read the different journals. If we read in the spirit in which they are written, they all tell of splendid efforts devoted to a good cause, in that of running trains and properly organizing and conducting lodges.

Then a word to the railroad men: To run a train requires your united efforts. If you were requested to go out with a partial crew or a man short you would refuse. If another man be supplied and the former suspended, you would insist upon your right to investigate the matter and if possible restore to him his position. If you succeed, good and well. You release yourself from further obligation. Then you go to your lodge room and bar your door against him. Is this not inconsistent? It takes you all to run one train, then of necessity it takes you all to run one lodge. Virtually there is but one lodge. It is only an egotistical way of thinking. You erroneously believe you have separate interests. You are all striving for the same end, and the only way to attain this is by co-operation. "United we stand and divided we fall," is a maxim as true as it is old. Your interests are federated, from your wife, mother and sweetheart, to the highest official on the road. Then, why not federate your lodges? I like the FIREMEN'S MAGAZINE because it so wisely urges federation.

Not until you recognize but one brotherhood, will capital recognize your power. Already, through the legislatures, they are preparing a defence against the day they fear will come—the day when you will arise in your might and declare yourselves master. The lash is already in your hand, but as yet you are too weak to use it. When a man goes to New York City, and then to Wall street, the magnet that draws American speculators of great magnitude, he is not asked in what capacity he has served in the commercial field, but is at once tagged with gold and assigned to duty. He may deal in cotton, pork or corn—it matters not—his ambition is money, and not a straw is laid in his way. They organize themselves into gigantic trusts for the sake of mutual protection. From what or whom do they seek protection? Certainly not from each other. The plain simple object of such a trust is to compel you to pay their price for what your labor produces, and to drive out any concern which you might have the presumption to establish with your limited amount of means. They pull together as consistently and harmoniously as beavers; they never strike when you oppose them. They hold the reins of our government securely. That they may strike the blow at the root of the tree, they make the laws that hold us slaves, and laugh at our wriggling to free ourselves from its meshes. This is the test by which they tell how effectually they have done their work. As to strikes, I have seen and read of them until my faith is shaken. I think they should be but temporarily upheld by the brotherhood, on the principle that a poor prop is better than no prop at all, but all the while be hewing out timber for a better one. Strikes deplete the treasuries of the lodges, where the money must come from those that can ill afford to lose it, and without permanent results. They only tide over affairs for the time being. The best results to the laboring man must be brought about at the polls. The cost to the strikers has presumably been replaced by increase of wages, but not a single life has been replaced. The father can not be restored to the fatherless, nor the husband to the widow. When men fight and die for their right to earn a living, something is wrong, and a better way must be found.

'Tis not the blood of a money king that has been shed, but that of some un-

fortunate wretch who, having become disheartened with some former strike, has crept back like a whipped dog to do his master's bidding in return for his daily bread, and when another strike is inaugurated the emaciated face of a wife and children appeal to him, and the white slave cringes at the feet of his master. He is called a coward and struck down, while only God knows how brave an act he has committed.

And, thanks be to God, that he is oblivious to the fact that here in beautiful America, the land of the free, he is at last laid to rest in a spot made so conspicuous that it does not need an inscription to tell the world that he was a pauper and buried by charity. Only a pauper! There is no room for him beside the more fortunate dead. Flowers and tears are not for him, so let us pass on to some more favored spot.

In the name of the dear Lord, who spreads His sunshine over the rich and poor alike, I ask, when and how will this great wrong be righted? Reason teaches that it will be when men stand by their manhood—when money has no value in politics; when laboring men unite in helping to make the laws that govern them; when they read and think for themselves, and vote for the man of their choice without the aid of the political canvasser and schemer who persuades and hires men to be driven to the polls like cattle to the slaughter. Then, and not till then, will this awful wrong be righted. And may the time be near at hand when the FIREMEN'S MAGAZINE, by its untiring efforts, will succeed in bringing about complete federation of labor.

*Mrs. T. J. Burns.*

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#### A MOTHER'S LOVE.

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I wonder how many know how and when to appreciate a mother's love. Can a mother's love be supplied? No, a thousand times, no! By the deep, earnest yearning of my spirit for a mother's love, by the weary, aching void in my heart, by the restless, unsatisfied wanderings of my affections, ever seeking an object on which to rest, I answer no. Often do I sigh in my struggles with the hard, uncaring world for the sweet, deep security I felt when, of an evening, nestling in her bosom, listening to some quiet tale suitable to my age, and never can I forget her glance upon me when I appeared asleep—never, her kiss of peace at night. How great is the love of a mother! She will sacrifice every comfort to the convenience of her child, surrender every pleasure to his enjoyment. She will glory in his fame, and if misfortune overtakes him, and if disgrace settle on his name, she will love and cherish him the more. Alas! how little do we appreciate a mother's tenderness while living, but when she is dead and gone, when cares and coldness come withering to our hearts, when we experience how hard it is to find true sympathy, how few to befriend us in our misfortunes, then it is that we think of the mother we have lost, lost forever. Mother is the angel spirit of home. What is home without a mother? Those who are blessed with a good, pure, warm-hearted mother, find it difficult to answer this question; but, go to a poor orphan. She can answer from experience. You cannot realize the cares and affections of a mother until it is too late. She is gone from this world to wait for you in a better one, where there will be no parting. You may have relations and friends to love you, but none can fill the place of a dear mother. A mother's love and cares come natural and free; there is no deception in them—they come from the very depths of the heart. I say to all who have parents: "Learn to appreciate them while they are living, for you will miss them when they are dead and gone. Remember that your best friend is your mother."

Du Bois, Pa.

*Mamie Wise.*

## CHILDREN.

How many of the contributors to the MAGAZINE have children, and those who have, I wonder if they stop and think, as often as they should, what a very great responsibility it is to be a mother. How we should watch and guard every word and action, for nothing escapes the little ears and how quick they are to imitate *every thing* that mamma does. The mother, to them, is the God of creation, and how hard we should strive to be worthy our children's trust and confidence, for if there is anything pure on earth it is little children. God said "suffer them to come unto me and forbid them not, for of such is the Kingdom of Heaven." We do not, any of us, realize how sensitive their little hearts are, nor how a harsh word spoken in anger or a blow given out of season are not easily forgotten, but are treasured up and help to harden the heart of the little one, where in nine cases out of ten, kind words, and no blows at all, would be more effective. I am not much of a believer in corporal punishment. Of course, a child has to be punished in some way, and sometimes nothing will do but a little switching, but the parent should use judgment in that as in every thing else. I have a neighbor who is forever "yelling" at her children. She makes more noise than all the rest of the neighbors, and her children are the worst specimens of childhood I ever saw. Her trouble is that she will tell them to do a thing but will pay no more attention just then. They do not mind her at all. She thinks of it later on and her temper gets red hot. Then she whips them till she is worn out and it does not do the children any good. I have two children and since I have lived in this neighborhood I have learned a great lesson. I can manage my children without using the whip. Oh, how badly we would feel if one of our little ones should be taken away from us. Then we would regret every blow and unkind word we had ever given them. My children are small yet, one five years and one three, but I shall endeavor to so act toward them that when they grow up they will never have any but pleasant memories of their mother.

Another sad mistake that mothers make so often is not to confide in their daughters and tell them what they ought to know as they grow older. Make companions of your girls. Teach them the right way and make your daughter know that her mother is her best earthly friend, and in return she will confide all her little joys and sorrows to the willing and sympathetic ear of her mother. In too many cases the mother holds herself aloof from her daughter. I know from experience. I had as good a mother as ever lived but she made that one great mistake. She never seemed to realize that I was a child no longer, and I never dared to go to my mother and ask questions, I would have liked to ask. If a mother will talk to her girls, they will not seek for information elsewhere, and it is dangerous for a girl to get information from first one and then another.

AUBURN PARK, ILLS.

*Mrs. Will Risk.*

## WOMAN'S RIGHTS.

A right to tread so softly  
Beside the couch of pain,  
To smooth with gentle fingers  
The tangled locks again;  
To watch beside the dying  
In wee small hours of night,  
And breathe a consecrating prayer  
When the spirit takes its flight.

A right to be a woman  
In truest woman's work,  
If life should be a hard one,  
No duties e'er to shirk.

LOCKLAND, KY.

A right to show to others  
How strong a woman grows,  
When skies are dark and lowering  
And life bears not a rose.

A right to love one truly,  
And be loved back again;  
A right to share his fortune  
Through sunlight and through rain,  
A right to be protected  
From life's most cruel light,  
By manly love and courage,  
Sure these are woman's rights.

*Mary L. Mohr.*

## RAILROAD MEN.

I have been reading the July number of the *MAGAZINE*, and some of the letters are perfect gems, Mazie Burns, especially, and now may I say a word or two for the boys.

I know the railroad boys are considered by some a rough set. But they, like a great many people who have to take this old world rough and tumble, rarely, if ever, get their just deserts. I was deeply impressed with an occurrence which came under my observation not long ago that clearly proved that the innocent as well as the guilty have to suffer. There were two work trains stationed at this place; spent every night and Sundays here. The railroad boys knew some of our town boys and very soon they were invited to all our parties, societies, picnics, etc., and introduced all round, and we found them perfect gentlemen and they added a great deal to the pleasure of our little gatherings. They soon became very popular and were liked by every one. There were two who held aloof and never attended any of the amusements of any kind. Still, everything went along smoothly and the railroad boys were voted the finest. But one night when they returned to their cars they found the two men, before mentioned, quarreling with some negroes, who were drinking. The boys did every thing they could to keep the row down but in spite of them, the town authorities heard of it and came and arrested them all, and of course the innocent suffered with the guilty, and I am sorry to say the boys were not received as cordially after that in the homes where they had been made feel so welcome. Of course, the impression with the majority was that the boys were all drunk and it was a general fight and all were in it. One of the boys said later, "It is no wonder to me that we railroad boys have such bad names off the road. We get credit for all the meanness that is done, whether we are the guilty parties or not. That we are railroad boys is sufficient proof."

"We do not deny that there are bad men on the road. None of us have the reputation of being angels, still there are as good men on the road as there are to be found in the world and it is unjust that we get credit for the bad only. There are bad men to be found in every class of life and the railroad has its share of them."

Mrs. Harper, why can't you give us young people a correspondence page in your department, and let us discuss different subjects each month? I think we would all enjoy it, besides derive a great deal of benefit therefrom.

BIG SPRING, N. C.

*Sadie V. Marchall.*

[The pages of the Woman's Department are open to a discussion of all suitable topics.—Ed.]

## ON THE SEA OF LIFE.

Drifting, drifting, slowly drifting  
O'er life's dark and troubled sea,  
While the restless waves of sorrow  
Surge around unceasingly;  
On, still on, while surging billows  
Crush me with their mighty force,  
On, still on, while grief o'erwhelms me,  
Leaving scars to mark its course.  
Drifting, drifting, ever drifting,  
Out among life's breakers, deep,  
While the heart is filled with anguish,  
And my eyes sad tears do weep;

WEST OAKLAND, CAL.

For life's clouds that darkly lower  
O'er my way bring naught but gloom,  
And I grope amidst the darkness,  
Where bright sunlight ne'er illumines.

Drifting, drifting, onward drifting,  
'Neath a dark and leaden sky,  
Where life's hopes lie crushed and blighted,  
Where dense shadows gather nigh;  
And the heart will know no gladness,  
In the passing years, so dear—  
Dim and dark life's vista opens,  
Wherein no sunlight doth appear.

*Mrs. Nellie Bloom.*

# THE MAGAZINE.

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EUGENE V. DEBS . . . . . Editor  
F. W. ARNOLD . . . . . Manager  
W. N. GATES . . . . . Advertising Agent

SEPTEMBER, 1893.

MR. W. S. MELLEN.

The general manager of the Northern Pacific and Wisconsin Central railways died suddenly at a recent date, at Victoria, B. C., of paralysis of the heart. In all lodges of railroad employes where Mr. Mellen was known, there will be sorrow as the sad news is recited, for none knew him but to love and respect him. Mr. Mellen rose to the position of general manager from the ground floor; and he grew as he advanced, but never outgrew that kindness of heart which distinguished him when he was numbered with the toilers. Indeed, as promotion came to him as a reward of merit, the generosity of his nature expanded, and he evinced on all occasions his sympathy for meritorious employes when in misfortune. Struck down in the prime of mature manhood, he had shown himself equal to the best of the masterly men who had preceded him as general manager on the Northern Pacific system, and his death creates a void not easily filled. His sufferings were brief. He was spared wasting sickness, and though he went suddenly he responded to the summons like one who hears the plaudit, "Well done, good and faithful servant," and passes on to a still higher position.

THE MAGAZINE learns from the Phillipsburg Post of August 7, that Lehigh Lodge, B. of L. F., at Mauch Chunk, on the 6th inst., presented Bro. Charles A. Wilson, chairman of the grievance committee on the New Jersey Central railroad, with a superb gold watch as a testimonial of the high regard in which Brother Wilson is held as a brother fireman and an efficient official. We congratulate Brother Wilson upon his good fortune.

## AN ASSISTANCE FUND.

MR. EDITOR:—The fact that there is always a number of brotherhood men out of employment, through no fault of their own, and who are compelled to travel the country in search of work, is one which cannot be ignored. These men are in every respect worthy of assistance; many have families dependent upon them, and in their travels about the country such little store of wealth as they have, soon disappears. In such emergencies they become unwilling burdens upon their brothers in various parts of the country. The brothers are bound by every obligation of the order to render all the assistance in their power to brothers in need, and it is rare indeed that this duty is neglected; many carrying their ideas of duty in this respect even to the point of generosity. But it so happens that the burdens spoken of, however cheerfully and willingly they may be assumed, are very unequally distributed. The development of the railroad interests has been such as to attract the unemployed towards the western portions of the country as being the most favorable field for securing employment, and the western brothers have thus been saddled with burdens which those in the east are comparatively free from. The western brothers have borne these burdens nobly; those who lack the experience can form but a faint idea of the immense sum which is paid out yearly in aid of unemployed brotherhood men throughout the west, and which is mainly the result of individual generosity and ideas of duty. It is also true that many of those who are constrained to accept the assistance of their brothers do so unwillingly, their natures revolt against the idea of exposing their poverty to strangers, even though they be brothers. That many are thus compelled to become unwilling burdens upon their brothers, and that these brothers are thus unduly taxed for their membership in the order, seems to be due to an imperfect recognition of the inexorable truth that many of the brothers must, inevitably, always be out of employment, and, consequently, an improper treatment of the fact as it exists. The brotherhood man who is out of employment is worthy of the same protection and assistance from the order at large as is the one who may be employed in a paying position. This proposition will be admitted as true, yet its truth is continually denied by the different treatment accorded to the unemployed brother, as compared with the treatment accorded to the employed brother. The whole strength of the order is exerted to protect the rights of, and secure justice for the one who is working; but let him lose his job and he no longer finds any systematic recognition of his existence; he is then dependent upon individual ideas and interpretations of duty for such assistance as he may need. It



seems as though the unemployed brother ought to be officially recognized as a fact; it seems as though a systematic plan for his assistance ought to be inaugurated, a plan which will relieve him from the necessity of depending upon individual generosity; give him the independent feeling of one who is enjoying benefits which are rightfully his own, and, at the same time, distribute the burden of assistance equally upon the members of the order at large.

Let there be a fund created by assessment upon each member of, say, 25 cents per month. This assessment to be turned into the grand lodge treasury each month, to be there set aside and used for the assistance of the unemployed members only. When a member loses his position and is compelled to travel in search of work, let him receive, upon the same conditions as he receives his traveling card, a voucher bearing the grand and subordinate lodge seals, and having blank spaces for entering dates and amounts. Armed with this voucher the traveling brother may, when in need of assistance, apply to the receiver of any lodge in the country and receive the sum determined upon, say \$7 per week, which is to be calculated from last date entered upon the voucher, the new date and amount paid to be then entered upon the voucher. The receiver will take the member's receipt for the amount paid, which receipt is to be turned into the grand lodge as so much cash and which will be the grand treasurer's authority for transferring the amount named in the receipt from the assistance fund to, say, the beneficiary fund, thus balancing accounts. When the member has secured work he is to immediately surrender his voucher to the receiver of the nearest lodge, who will at once turn it in to the grand lodge, where the grand treasurer will check the receipts in his possession by the voucher, thus detecting any error which may have been made, and the receiver making an error should be held accountable for it. Upon issuing one of these vouchers the lodge issuing it should at once notify the grand lodge, giving the name of the member to whom voucher was issued and the number of the voucher, this information to be entered in a grand lodge register kept for that purpose, where it would furnish an additional check for detecting error as well as supplying valuable knowledge concerning the percentage of the membership that was traveling the country in search of work. With some such plan in operation the traveling brother would feel comparatively independent; he would be relieved from the necessity of depending upon individual generosity for the assistance which he must have, and he would be surely impressed with the idea that the B. L. F., as an order, was as truly solicitous for his welfare in periods of adversity as in prosperity. At the same

time those who are cheerfully assuming burdens disproportionate with the benefits they are receiving, would be relieved; they might feel that such burdens were equally distributed among all members of the order, and that their unfortunate brothers were a thousand times better provided for than under the old haphazard and unsystematic methods of individual relief. Of course it would be necessary to introduce some safeguards to protect the order from the schemes of unprincipled ones, who are found in all organizations and who would be inclined to take advantage of such a measure; but that might easily be done, and I believe an absolutely safe measure, such as I have outlined, might be introduced, to the everlasting honor and benefit of the entire order.

*W. P. Barland.*

#### NOT GRAY HAURED.

MR. EDITOR:—In the July MAGAZINE appears an article from O. N. Carpenter, trying to answer my article which appeared in the May MAGAZINE. Carpenter starts out with the assumption that I am an old-time engineer, but produces nothing from my article to warrant the assumption. No, I am not an old-time engineer. I have been promoted but a few days over three years; nor did I think his article written to slur the engineers, except those on the joint board. I took his article in just the way it was meant. Bro. Carpenter was not suited with the new articles in our schedule of last September, and he wanted to blame the B. of L. F. runners for it. He was so elated over the proposed new contract, and so sure we were going to get it, that he traded his good job of firing for a job of hostling one year, with the expectation of getting \$2.50 per day, or \$75 per month, without working very hard; and when they failed to get hostler's wages raised Bro. Carpenter wanted to place the blame on the B. of L. F. runners on the joint protective board; hence his letter, and hence his not thinking it right for B. of L. F. engineers to act on boards of adjustment. Speaking of members leaving the B. of L. F. as soon as becoming engineers, Bro. Carpenter says: "There is nothing in my article that would lead him to believe that I advocated such a policy." Now, how does this sound? "I am not in favor of B. of L. F. men, who are engineers, acting on our adjustment boards after they have become engineers and eligible to the B. of L. E." No, I have not allowed my imagination to wander; it is quite plain that Bro. Carpenter meant exactly that. In his last article he infers that he has ired no one but me. Let me say that his article has ired almost every true B. of L. F. man on this system: and I have letters in my possession from brothers far away from this system, con-

gratulating me for my timely article. His article has been discussed in many lodge rooms and very strongly condemned; and I have it from good authority that his own lodge has it under consideration, and very strongly advocates his expulsion. I did not write to give vent to my own particular feelings and views on his uncalled for article, but to express the feelings and views of this lodge, as well as many members along the line. I was even requested to write by some members of the protective boards. I believe he meant everything just as I took it; but when my answer came, and many members roasted him, he tried to put another face on his article and crawl out of it. But the stamp is on and he is not of the true blue, nor gray haired enough to erase it. And I am of the opinion that instead of getting one of the offices on the protective boards which he so anxiously seeks, he will have to be, like the boy should have been, thankful if he is not expelled from the order where there are true blue, gray haired B. L. E. runners, and left to join the ranks of the unknown. Hoping that his expectations of my reply in the MAGAZINE will meet with his approval, I am, not gray haired, but

fraternally yours,

NICKERTON, KAN.

*Charles W. Arnold.*

#### THE PROBLEM OF UNEMPLOYED FIREMEN.

MR. EDITOR:—Having read Mr. Frank Massey's remarks, under the above caption, I wish to say a few words on the same subject.

Did it ever occur to Mr. Massey that the firemen are mostly to blame for the existing circumstances? Probably not.

I have, on numerous occasions, remarked how utterly indifferent most firemen are, concerning the welfare of those unemployed ones. Why, if the general manager and master mechanic had to go out and handle the scoop themselves, few firemen would ever think of troubling themselves about looking for some unemployed fireboy! On some of our western roads, I have often seen the roundhouse foreman hire men to fire consolidation engines who, previously, were unable to distinguish the shaker-bar from the reverse-lever. This to the great discomfort of engineers who, of course, were expected to make time as usual, although half the time they had nothing but a boiler full of cold water to do it with. Now, this was not because the company were plotting to do up the firemen, but simply because there were no idle men handy; and I am sure no roundhouse foreman prefers an "Indian" to an experienced man, for whenever a fireman does not fill the bill, the foreman has to stand all the kicking. I

have, on several occasions, secured positions for idle firemen where the above circumstances prevailed, and if these men who wonder where all the idle firemen come from would do likewise, it would help matters a great deal. Now, here is another thought in regard to this problem:

Some time ago, Mr. P. M. Arthur, on being asked by a reporter for an expression of his opinion on the eight hour question, was quoted as saying that the B. of L. E. was unlike, and independent of, other labor organizations; that two hours less work meant two hours more saloon loafing and boozing; and, that the B. of L. E. was content to go ahead as formerly, etc.

I am not at all acquainted with Mr. Arthur, but I can hardly believe that the chief of one of our greatest labor unions should talk like that. The question of how to employ the thousands of idle men, has worried a great many smarter heads than Mr. Arthur's; and is it not better for all engineers and firemen to set a fixed number of hours, which must not be exceeded, than to work 45 or 50 days in a month while others are not making ten? Would it not be a good plan for the firemen to agree not to work over, say 2,600 miles per month, and when that has been made to take a much needed rest and give the extra men a show? Would not such a plan put a few of these idle men to work?

I have a good example of the above plan, right across from my home, where a brick house is being erected.

Not so very long ago, bricklayers and carpenters were working ten hours a day, and there was lots of loafing in the building trades; but now they are receiving more money for eight hours' work than they formerly did for ten, simply because a large number of men were taken off the labor market through the reduced hours; and now, a leading bricklayer is a white crow indeed, here in St. Louis.

No, Mr. Arthur, two hours less work a day, or twenty miles off of every hundred, does not mean two more hours in the saloon, but two more hours at home among one's family.

As regards Mr. Arthur's assertion that the B. of L. E. is unlike, and independent of other labor unions; I do not think it is quite correct, as whenever the B. of L. E. have had trouble on any road, they have expected everybody to sympathize with them, and give them their moral support at the very least.

If the workingmen of America expect to hold their own against the constant assaults of monopoly they must hang together, or, to use an old phrase, they will be hung separately. None of them can afford to go it alone, least of all, the railroad men.

*Frank S. Krebs.*

ST. LOUIS, MO.

## TO ASHLEY, OF THE ANN ARBOR.

I've been asked if I'd sing you a verse,  
As a sort of a gentle reminder  
Of the days you were right and we enginemen  
wrong.

When you fired at us fearful rejoinder;  
So, acushla, I've now got my pencil in hand,  
And the Lord only knows, in his glory,  
Whereabouts in the business I'm likely to land,  
If a song it will prove, or a story.

By this time your head must be swelled up, avick!  
When you think of how easy you downed us;  
But acushla machree, how we'd make you feel sick  
If the mandates of Ricks hadn't bound us!  
We would batter your nose just as limp, and as flat  
As a pancake; the way it we'd smother—  
For you're only a vain, egotistical brat,  
One who'd dance on the grave of your father

I'm told, also, your road is a family affair,  
With the stock owned by sisters and cousins;  
How they made you their general manager there,  
Till you squandered their thousands by dozens.  
In receiver's hands now are the two streaks of rust,  
And the scabs you have found to replace us,  
All because we requested you'd do what was just,  
And you'd not like dumb cattle disgrace us.

On your merits a jackass would climb up as high  
On the ladder of honest endeavor,  
As a railroader, Ashley, with hunger you'd die  
Amongst your poorly paid trackmen forever;  
But your friends boomed you up as the family pet,  
Never dreaming of brains you were lacking,  
Until Arthur and Sargent in conflict you met,  
Then you squealed for United States backing.

We've a scalping knife ready for Kirkby to slit  
Off his topknot as clean as a whistle.  
We will roast him upon a political spit,  
Till his flesh will be harder than gristle.  
Ricks and Taft are entitled to all our regards,  
For we always remember our foemen,  
And these limbs of the law will receive their re-  
wards  
From our ranks, full of good hating yeomen.

Now my pencil is dull as your own shallow head,  
And my darling old girl keeps bawling  
To blow out the light and retire to my bed,  
Or I'd give you a much longer mauling.  
But ere I conclude here's a tip I now give  
To you, Ashley, so rude and uncivil:  
"Our two brotherhoods nobly will flourish and live  
When yourself and your road's with the devil."  
*Shandy Maguire.*

## A KANSAS ZEPHYR.

MR. EDITOR:—If a fireman falls on his second trip to the superintendent of machinery for promotion, he drops to the foot of the list or goes to hosting. Such is the rule among the firemen on the Santa Fe system. Is this right? Is it in keeping with our obligation to throw over our older brothers, to give the younger ones their positions? It does not block those younger in seniority from taking their place in line for promotion, but it works a great injustice to the older ones. We ask them to pay the same assessments and we should protect them. We may find that they are not capable of firing or running an engine now, but just watch and you will see how the officials seek out those individuals in time of trouble. They slap them on the back, give them a cordial greeting and tell them that they are

just the men they want; they can then run any engine or train on the road. I think this rule should be abolished.

Another question in regard to extra firemen. One may go over this system, and at one division point he will find a terrible rush; firemen overworked and kicking for eight hours' rest, while wipers are being called to go out on their engines, and being promoted to firemen. Go to the next division point, and there one may find twelve or fourteen extra men, who are fairly starving. I know some of such men who have not earned five dollars during the month. Yet they continue starving them at one end and promoting them at the other. If we do not call a halt soon, we shall certainly have an overproduction of firemen.

Our agreement calls for a certain per cent. of our men to be hired; but we have failed to see any of them hired, as yet. Now, what is the good of such a law if we cannot make it stand? There is a weakness, somewhere, which we hope to see investigated soon in the best interests of our order. I would suggest system seniority for this one class of extra men, and believe in hiring 50 per cent. of the firemen, as well.

Cannot the order start an employment bureau, to keep our brothers in work? They might do this, and thus keep hundreds of firemen from traveling all over the country seeking favors. Let us talk this matter up and see if it cannot be remedied.

W. N. Breen.

NEWTON, KAS.

## EXPERIENCED MEN, OR BROTHERHOOD MEN?

MR. EDITOR: In the June MAGAZINE, Mr. Frank Massey makes the suggestion that the Brotherhood make an effort to procure work for experienced firemen who are out of employment. I would like to ask Mr. Massey if he wishes to convey the idea that railroad officials should be requested to employ Brotherhood men, or simply experienced men?

In the case of a fireman out of employment, the question naturally arises: how did he lose his former position?

This question presents grounds for considerable argument.

Mr. Massey is probably aware of the fact that there is a class of firemen who are experienced men, but who are not worthy of help; and who would not hold a position long if they obtained one. In fact, there are men who are not content to remain in one place over a certain length of time; and it certainly would be out of the question for us to help men who had lost positions through intemperance. Then again, if a brotherhood man loses his position, none can help him so well as the lodge to which

he belongs; for instance: If he has been unjustly dismissed, demand his reinstatement; but if he has been dismissed on account of neglect of duty, intemperance, or misconduct, he cannot reasonably expect help from any one.

To be sure there are many good, sober and industrious men who are thrown out of employment on account of reduction in forces, or as the result of strikes; such men should be cared for and every effort made to secure work for them.

The idea which I have in mind, is to request railroad officials to hire brotherhood men; at the same time giving them to understand that in order to become a brotherhood man, one must fire a certain length of time, which would insure experience enough to make him a competent fireman, if he is ever to be a success at all.

I agree, with Mr. Massey, that the firemen are to blame, to a certain extent, for these men being out of employment; and the question is: what is the best way to remedy the matter?

*Frank C. Keebler.*

BUFFALO, N. Y.

## THE FIREMAN COMES IN WITH THE REST.

BY W. H. ROE.

"The last shall be first;" Oh fifth cycle of time.  
That marks young Columbia's birth!  
Ring, Oh musical bells, ring your triumphant chime,  
In the queenliest city on earth!

Oh magical vision! Where lovely and grand,  
Lake Michigan's waves kissed the shore;  
The "pride of the west" lifts a welcoming hand,  
And the Orient kneels at the door.

To the famous "white city" she welcomes them all,  
From the north, south, the east, and the west;  
The prince and the peasant respond to the call,  
And the fireman comes in with the rest.

In the strength of his manhood, progressive and free,  
A sovereign, by right of his birth;  
And the peer of the best, for the fireman may be  
Just the kingliest heart upon earth.

From the north's frozen snows, to the far south he goes,  
Unfaltering at duty's behest;  
No matter what clime, he is always on time;  
And he's sure to get there with the rest.

Is a brother in trouble? Does poverty call?  
How quickly he'll help the distressed;  
By the law that makes each one a brother to all,  
He's a long way ahead of the rest.

Another "white city" I see, in a dream,  
All radiant and fair in the light;  
Like crystal, beside it, the bright waters gleam,  
Uplifted by the shadows of night.

'Tis a city far off from Chicago, my brothers,  
We call it "the home of the blest;"  
Its portal we find, where our life's pathway ends,  
And the fireman will come in with the rest.

## A FIREMEN'S HOME.

MR. EDITOR:—I wish to express a few thoughts on Bro. Garaghty's suggestion of "A Home for Disabled Firemen," which appeared in the June MAGAZINE. I believe, with Bro. Garaghty, that such a home should be built. I am ready to pay \$1.00 a year for the MAGAZINE, and if the home is a go with the boys you can put my name on the list for \$10 to help the thing along. I think it would be a good plan to write to each lodge and see what they will do. I am quite sure there are a few members of my lodge (102) who would be willing to put in a little more money than just enough to pay for the MAGAZINE. Of course this additional sum would come only from those who could afford to give. I believe there are a great many members who could and would give if the project was once started. According to the report of our Third Biennial Convention, there were 26,223 members up to August, 1892. Of course we have more members now, but we can certainly count on \$26,223, and out of our entire membership I am sure \$5,000 extra could be raised, which would bring the amount up to \$31,223, and for this sum a fine building could be built. It could be enlarged later on, if necessary. The ground could be got cheap from most any city that wanted to get the home. The city of Des Moines—my home—is about as central a point as could be found, and the lodge there could get the ground for almost nothing. As for myself, I do not believe there is a single brotherhood fireman who would not give something towards this project, besides paying \$1.00 a year for the MAGAZINE. The home could be kept up in fine shape and managed so that when one of the boys went there he would feel at home. I believe all the boys would strive harder than ever to further the interests of the home and the brotherhood. I consider this an important question and hope to see the boys take hold and do what they can. Let us hear from them.

*Fred L. Barnett.*

DALLAS, TEXAS.

## REDUCED TO \$1.00.

We have on hand a supply of bound volumes of the MAGAZINE for the years 1891 and 1892.

The volumes are artistically bound in a way to withstand wear, and we need not say are intrinsically valuable, containing as they do, a wide range of topics on subjects well calculated to interest the general reader, as well as those who are the students of labor problems.

In this connection we suggest that these bound volumes of the MAGAZINE would be a valuable present on birthday occasions, or as tokens of remembrance, to be presented at any time, and as the price has been reduced to \$1.00 we shall hope to receive sufficient orders to reduce the supply, since no fireman's library would be complete without one.

By addressing LOCOMOTIVE FIREMEN'S MAGAZINE, Terre Haute, Indiana, orders will be promptly filled. Cash must accompany each order.

## WM. D. ROBINSON MONUMENT FUND.

Wm. D. Robinson, who died at Washington, Ind., on November 7th, 1890, was the founder of the Brotherhood of Locomotive Engineers, and in doing this great work, he as certainly laid the foundation of the Brotherhood of Locomotive Firemen and all other organizations of railway employees.

In closing our obituary notice in the December, 1890, issue of the MAGAZINE, we said:

In this hour, when Locomotive Engineers and Firemen stand uncovered at the tomb of Wm. D. Robinson, the question arises, What can be done to perpetuate the name, the fame, the memory of a man who gave the best years of his life for their benefit? Is not the answer, We will build him a monument worthy of his deeds, of his labors and sacrifices? We will believe that such is the response. If it is, let the good work begin, and let it be carried forward until a granite or a marble shaft shall mark the spot where his dust reposes.

"What hallows ground  
where heroes sleep?  
'Tis not the sculptured  
piles you heap!  
In dews that heavens far  
distant weep  
Their turf may bloom.  
Or genii twine beneath  
the deep  
Their coral tomb.

"What's hallow'd ground?  
'Tis what gives birth  
To sacred thoughts in  
souls of worth!  
Peace! Independence!  
Truth go forth  
Earth's compass round  
And your high priesthood  
shall make earth  
All hallowed ground."

The poet's idea is correct. Where Wm. D. Robinson sleeps his last sleep is hallowed ground, and monumental marble could add nothing to its sacredness. But it is all of that without reference to the living. What can the living do to bear testimony that the last resting place of Wm. D. Robinson is hallowed ground?

We do not believe the name of Wm. D. Robinson is soon to perish and be forgotten. We believe the brotherhood he founded will be his imperishable monument, and that his name in connection with that great order is to increase in lustre as the years flow on. But that does not cancel the debt of gratitude the two great brotherhoods of the locomotive owe his memory, which if not met, will, in the judgment of mankind, cover the living with obloquy.

We believe the Brotherhood of Locomotive Firemen will respond in a way that will bear eloquent testimony of their appreciation of the life work of the man that made their organization fruitful above measure of blessings to locomotive firemen. Alone and unaided, our order, for the small sum of 25 cents each, could do the work. But we prefer doing it in conjunction with the Brotherhood of Engineers; nor would we confine subscriptions to the two orders, but would invite all the brotherhoods engaged in the train service of railroads to join in the great work of gratitude.

In discussing the propriety of erecting a monument to perpetuate the memory of the

dead philanthropist, we said in the April issue of 1891:

The idea of building a monument to perpetuate the name and fame of Wm. D. Robinson, originated with the FIREMEN'S MAGAZINE. The time has come for action. Contributions should be made. We have said that 25 cents each from members of the B. of L. F. would build the monument. But we surmise that other orders would want a place in the splendid work proposed, and we have opened in the Grand Lodge office of the B. of L. F.,

## A ROBINSON MONUMENT FUND.

Every contribution, however small or large, will be acknowledged in the columns of the MAGAZINE under an appropriate head, and when the contributions approximate a sum which gives assurance of success to the enterprise, a commission made up of the members of the various brotherhoods will be constituted to take charge of the fund and prepare for work.

Members of the various orders subscribing should designate their calling, and if they will give their address, it will be regarded as a favor.

Now, let the good work proceed. Wm. D. Robinson, when alive, was the friend of the workingman. He wrote and spoke and toiled to establish a brotherhood and to teach men the power of organized labor. Railroad trainmen had no more ardent and unselfish friend. Let a monument bear testimony that death did not sever the tie that bound him to the living.

If ever a man deserved the grateful homage of his fellows that man was Wm. D. Robinson. He devoted the best years of his life to the great work of organizing railroad men for their moral and material advancement. He toiled without recompense, he endured privations and made sacrifices, the half of which will never be told. He lived and died



WM. D. ROBINSON.

in poverty, that others might fare better than was his lot. Every man, woman and child who has been, is now, or ever will be the beneficiary of any of the brotherhoods of railway employees, owes Wm. D. Robinson a debt of gratitude that can never be paid. Such a man deserves a monument to bear testimony of the love and gratitude of those for whom he accepted poverty, persecution and all their attendant ills, and every member of every organization of railroad employees should cheerfully contribute his mite, small as it may be, to such a noble purpose. Contributions may be directed to the LOCOMOTIVE FIREMEN'S MAGAZINE, Terre Haute, Indiana, all of which will be acknowledged in its columns.

# GRAND LODGE.



## ASSESSMENT NOTICE FOR SEPTEMBER.

OFFICE OF THE GRAND LODGE, B. OF L. F. /  
TERRE HAUTE, IND., September 1, 1893.

ASSESSMENT No. 40, \$2.00.

### To Receivers of Subordinate Lodges:

SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members entitled to all the benefits of the order, viz:

CLAIM No. 1062. Elmer C. Saunders, of Fleetwood Lodge, No. 424, died of Pistol Shot wound, May 18, 1893.

CLAIM No. 1068. John C. Bull, of James Leahy Lodge, No. 475, was killed in a Railway Accident, April 18, 1893.

CLAIM No. 1064. Isaac P. Shipe, of Provident Lodge, No. 220, died of Typhoid Fever, July 8, 1893.

CLAIM No. 1065. Lewis E. Humpton, of Herald Lodge, No. 161, was declared totally disabled by Loss of Leg, March 28, 1893.

CLAIM No. 1066. Patrick Healy, of Trinity Lodge, No. 93, was killed in a Railway Accident, May 30, 1893.

CLAIM No. 1067. J. H. Billingsley, of C. J. Hepburn Lodge, No. 160, was declared totally disabled by Blindness, June 21, 1893.

CLAIM No. 1068. Emil C. Stenger, of Flower of the West Lodge, No. 205, was killed by Railway Accident, June 26, 1893.

CLAIM No. 1069. J. C. Neild, of Las Animas Lodge, No. 844, was killed by Gunshot Wound, July 4, 1893.

CLAIM No. 1070. L. B. Wiggins, of Magnolia Lodge, No. 228, died of Typho Malarial Fever, July 21, 1893.

CLAIM No. 1071. F. F. Smith, of Rose City Lodge, No. 45, was declared totally disabled by Injury to Spinal Cord, July 29, 1893.

CLAIM No. 1072. J. W. Cates, of Neches Lodge, No. 156, was killed by Gunshot Wound, July 10, 1893.

CLAIM No. 1073. P. H. Condon, of J. K. Glibbreath Lodge, No. 264, was Run Over and killed, July 13, 1893.

CLAIM No. 1074. Ronald J. Kennedy, of Snow Flake Lodge, No. 298, died of Phthisis, May 11, 1893.

CLAIM No. 1075. Samuel Lewis, of Silver Mountain Lodge, No. 827, died of Typhoid Fever, March 1, 1893.

CLAIM No. 1076. Theodore S. Huntley, of Fairmount Lodge, No. 383, died of Paresis, July 2, 1893.

CLAIM No. 1077. L. C. Stinson, of Front End Lodge, No. 845, was killed in a Collision, June 13, 1893.

CLAIM No. 1078. A. P. Rodgers, of Nickel Plate Lodge, No. 877, died of Suffocation, July 10, 1893.

CLAIM No. 1079. George Kemerer, of R. H. Wilbur Lodge, No. 384, died of Abscess of Brain, July 18, 1893.

CLAIM No. 1080. William G. Ray, of Water Lily Lodge, No. 402, was killed by Falling from Engine, July 11, 1893.

CLAIM No. 1081. Chas. L. Watson, of Mt. Baker Lodge, No. 412, died of Tuberculosis, July 24, 1893.

CLAIM No. 1082. Edward Locklin, of Magdalena Lodge, No. 261, was declared totally disabled by Loss of Arm, May 27, 1893.

CLAIM No. 1083. W. P. Boxwell, of Winchester Lodge, No. 430, died of injuries received in a Railway Accident, August 6, 1893.

CLAIM No. 1084. Frank H. Brew, of Liberty Lodge, No. 242, died of Chronic Nephritis, July 26, 1893.

CLAIM No. 1085. Hiram Fuller, of Success Lodge, No. 33, was declared totally disabled by Anchylosis of Knee, August 12, 1893.

An assessment of TWO DOLLARS (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount for each member whose name appears on the rolls of membership AUGUST 31st, 1893, (also for all members having taken a withdrawal (limited or final) after AUGUST 1st, and for all members who died or were totally disabled since that date), said remittance to reach the Grand Lodge not later than SEPTEMBER 20th, 1893, as provided by Section 50 of the Constitution. Any lodge failing to make returns as above provided will stand suspended from all the benefits of the order, as per Section 52 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. and T.

## BENEFICIARY STATEMENT.

OFFICE OF GRAND SECRETARY AND TREASURER, /  
TERRE HAUTE, IND., August 1, 1893.

### To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of July, 1893:

### RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	21	41	61	81	101				
2	22	42	62	82	102				
3	23	43	63	83	103				
4	24	44	64	84	104				
5	25	45	65	85	105				
6	26	46	66	86	106				
7	27	47	67	87	107				
8	28	48	68	88	108				
9	29	49	69	89	109				
10	30	50	70	90	110				
11	31	51	71	91	111				
12	32	52	72	92	112				
13	33	53	73	93	113				
14	34	54	74	94	114				
15	35	55	75	95	115				
16	36	56	76	96	116				
17	37	57	77	97	117				
18	38	58	78	98	118				
19	39	59	79	99	119				
20	40	60	80	100	120				

## RECEIPTS—CONTINUED

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
121	185	249	313	377	441						
122	186	250	314	378	442						
123	187	251	315	379	443						
124	188	252	316	380	444						
125	189	253	317	381	445						
126	190	254	318	382	446	\$104					
127	191	255	319	383	447						
128	192	256	320	384	448						
129	193	257	321	385	449						
130	194	258	322	386	450						
131	195	259	323	387	451						
132	196	260	324	388	452						
133	197	261	325	389	453	50					
134	198	262	326	390	454						
135	199	263	327	391	455						
136	200	264	328	392	456						
137	201	265	329	393	457						
138	202	266	330	394	458						
139	203	267	331	395	459						
140	204	268	332	396	460						
141	205	269	333	397	461						
142	206	270	334	398	462						
143	207	271	335	399	463						
144	208	272	336	400	464						
145	209	273	337	401	465						
146	210	274	338	402	466						
147	211	275	339	403	467						
148	212	276	340	404	468						
149	213	277	341	405	469						
150	214	278	342	406	470						
151	215	279	343	407	471						
152	216	280	344	408	472	164					
153	217	281	345	409	473						
154	218	282	346	410	474						
155	219	283	347	411	475						
156	220	284	348	412	476						
157	221	285	349	413	477						
158	222	286	350	414	478						
159	223	287	351	415	479						
160	224	288	352	416	480						
161	225	289	353	417	481						
162	226	290	354	418	482						
163	227	291	355	419	483						
164	228	292	356	420	484						
165	229	293	357	421	485						
166	230	294	358	422	486						
167	231	295	359	423	487						
168	232	296	360	424	488						
169	233	297	361	425	489						
170	234	298	362	426	490	\$38					
171	235	299	363	427	491						
172	236	300	364	428	492						
173	237	301	365	429	493						
174	238	302	366	430	494						
175	239	303	367	431	495						
176	240	304	368	432	496						
177	241	305	369	433	497						
178	242	306	370	434	498						
179	243	307	371	435	499						
180	244	308	372	436	500						
181	245	309	373	437	501						
182	246	310	374	438	502						
183	247	311	375	439	503						
184	248	312	376	440							

Balance on hand July 1, 1893 . . . . . \$42,113 75  
 Received during month . . . . . 2,122 00  
 Total . . . . . \$44,235 75

## DISBURSEMENTS.

By claim 1038 . . . . . \$1,500 00  
 Balance on hand August 1, 1893 . . . . . \$42,735 75  
 Respectfully submitted,  
 F. W. ARNOLD.

## A RAILROAD HERO.

When a man is killed on a railroad in Mexico, those whom the authorities think are at fault are thrown into prison.

On the 11th of March a bad wreck occurred on the Mexican Central. A south bound freight train was taking water at Encarnacion station, when it was run into by a north bound freight train.

Engineer J. T. Sweeney, of the south bound, was fatally injured, both legs being amputated. His fireman was also fatally injured. Sweeney was dying when taken from the wreck of his engine, but he realized that conductor Frank Hartman and engineer W. C. Beatty of the north bound were responsible for the wreck, and that under the severe laws of Mexico they would receive harsh punishment if captured.

He called Hartman and Beatty to his side and made his will, telling them where he had money on deposit. He then gave Beatty and Hartman \$500 which he had on his person, and told them to use what was necessary to leave the country and to leave at once.

The wounded man died a few minutes afterward, and the two men started out on foot. As soon as the authorities were notified, a squad of soldiers were sent in pursuit of the fleeing men, but they have not been captured.

If it was not heroic for Sweeney to think of the safety of his friends when they were in danger—though they were the cause of his own death—then the earth rolls her green fields to the sun without a hero upon her face.—*American Machinist.*

## THE OLD ENGINEER REMINISCENT.

"It makes me mad," said the old engineer, "to hear people ask why a man don't do so and so when his engine strikes. Lord! It all comes like a stroke of lightning. When we piled 'em up in the Whitesville cut, and killed eight, year before last, I was sitting in my window that night looking ahead as careful as any one could. We had started on the curve, and she was going as fast as the wheels could turn, forty minutes behind time, and the deuce to pay if we didn't make it up by morning. Jimmy Hartsell was feeding 'er every minute."

"I thought I saw a glimmer of light on the bank ahead. It was the flash from the headlight around the other bend of the curve. Between the time I caught that flash and when I saw the headlight swing around the cut as big as a tub, it couldn't have been the hundredth part of the second. We were nose to nose before I realized—no, I don't think I realized—but I put on the air with one yank, yelled to Jimmy, and fell out of the window. When they threw water in my face I 'posed I was cut all up. The wreck was on fire, and people was hollerin' underneath. I laid there feelin' of myself, expectin' every minute to find a soft, bloody place, but I was all right, and three days after I went to Jimmy's funeral. After that I don't want no man to tell me what you ought to do."—*Chicago News Record.*

The "Great Eastern" steamer was 690 feet long, 82 feet broad inside of the paddle boxes, and when loaded drew from 30 to 32 feet. She was therefore too large to get into the docks at Liverpool, and drew too much water to get to New York by way of the ship canal past Sandy Hook. Consequently she had to be loaded and unloaded at each port by means of lighters. The nearest place to New York at which she could lie was Flushing Bay, which she entered by way of Long Island Sound.

## RAVAGES OF TIGERS.

A man-eater in India was known to have killed 108 people in three years, and another killed an average of 80 persons a year for the same period. A third caused thirteen villages to be abandoned, and 250 square miles of land to be thrown out of cultivation.—*Scientific American.*

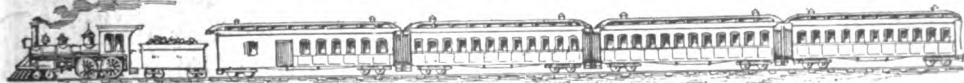


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# LOCOMOTIVE FIREMEN'S MAGAZINE

EUGENE V. DEBS · EDITOR ·

October.



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# LOCOMOTIVE FIREMEN'S MAGAZINE.

OCTOBER, 1893.

## EDITORIAL.

### BUSINESS DEPRESSION AND LEGISLATION.

According to *Bradstreet's*, from January 1st to August 1st, 1893, moneyed institutions of various descriptions to the number of four hundred and twenty-eight suspended, and during the same period, of the entire number, only fifty-eight resumed business.

During the months of January, February, March and April there were no premonitions the average business man could discover of the impending storm, and during the four months named, only twenty-six moneyed institutions suspended. During the month of May the cyclone struck fifty-four institutions; in June the wrecks numbered one hundred and eighteen, and in July the number swelled to two hundred and thirty-one, and the panic swept along, creating almost unparalleled depression in all departments of business.

*Bradstreet's*, of August 12th, surveying the whole field of finance and industries, informs the country that up to August 1st the suspended banks had assets amounting to \$105,000,000, and liabilities amounting to \$102,000,000, and that of the four hundred and twenty-eight suspended institutions only fifty-eight had resumed business. In commenting upon the industrial situation, the paper gives returns of eight hundred establishments of more or less prominence, which have suspended operations since June 1st, throwing out of employment 463,000 employees, and adds: "When it is realized that this report, complete as it may be, is quite incomplete so far as the country at large is concerned, \* \* \* it becomes plain to casual observers, that there are in all probability no fewer than 800,000 or 900,000 idle employes of manufacturing, commercial and other enterprises at this time who were nearly, if not all, actively employed three or four months ago." Since the tables of *Bradstreet's* were compiled, the work of depression has gone steadily forward, banks have continued to suspend and industrial enterprises have suspended operations and the army of idle men has received enormous accessions.

Under such circumstances men are inquiring and investigating to ascertain the cause of the depression, of the panic, that is producing wide-spread alarm, extending from ocean to ocean, and from the British possessions to the Gulf of Mexico. At this supreme juncture the President calls congress in special session, and in his message says:

To the Congress of the United States—The existence of an alarming and extraordinary business situation, involving the welfare and prosperity of all our people, has constrained me to call together in extra session the people's representatives in congress, to the end that through a wise and patriotic exercise of their legislative duty present evils may be mitigated and dangers threatening the future may be averted. Our unfortunate financial plight is not the result of untoward events nor of conditions related to our natural resources; nor is it traceable to any of the afflictions which frequently check national growth and prosperity. With plenteous crops, with abundant promise of remunerative production and manufacture, with unusual invitation to safe investment and with satisfactory assurance to business enterprise, suddenly financial distrust and fear have sprung up on every side; numerous moneyed institutions have suspended because abundant assets were not immediately available to meet the demands of frightened depositors; surviving corporations and individuals are content to keep in hand the money they are usually anxious to loan, and those engaged in legitimate business are surprised to find the securities they offer for loans, though heretofore satisfactory, are no longer accepted; values supposed to be fixed are fast becoming conjectural, and loss and failure have invaded every branch of business. I believe these things are principally chargeable to congressional legislation touching the purchase and coinage of silver by the general government.

In reading the foregoing it is seen that the President attributes the business depression, the panic, the wreckage of banks, the closing of factories and mines, the entire bad business to "congressional legislation." The arraignment of congress by the President is of tremendous import. The indictment embodies the charge, by inference, at least, of incapacity, of inability to comprehend cause and effect, and blindly pursue a policy that fills the land with calamities and which portends still other trials and struggles, that the bravest of men cannot contemplate without experiencing thrills of horror.

Manifestly, if, as the President asserts, the misfortune the country is now experiencing is the result of vicious legislation by congress, what hope is there that congress is either capable or willing to apply the needed remedy? Indeed the question arises, is it within the power of congress, however willing and capable, to apply any remedy that will restore the *statu quo* of business until the panic, like the plague, cholera, yellow fever, or smallpox, has run its course and prostrated everything not abnormally prepared for resistance?

In this connection it is prudent to inquire, who can resist the force of the panic? We answer, the rich. They can not only stand the storm, but grow richer in proportion to its violence. They are the wreckers on the storm-beaten coasts when the crafts go down or are driven upon the reefs and rocks. Thousands of the rich, we do not doubt, will suffer, but the term, in their case, has a limited meaning. There will be less luxury, but no decrease in the comforts of life. The real sufferers are the daily wage men—men without

work and without pay; men around whose homes the gloom increases to the point of despair. These are the real victims of congressional legislation, and of all vicious legislation. The charge is made upon the high authority of the President of the United States—not by agitators, not by anarchists, not by the depraved. Mr. Cleveland points out what the panic is doing in the way of disasters, and says, "I believe these things are principally chargeable to congressional legislation." What things? As *Bradstreet's* says, forcing into idleness 800,000 or 900,000 workingmen, employes of various enterprises. *Bradstreet's* admits that its report does not include the sum total of the idle. On July 31st Mayor Harrison, of Chicago, said, "There are 200,000 idle men in Chicago;" and he utters the terrible warning that unless something is done by the government to brighten conditions there will be deeds of violence that will shake the country like an earthquake. Everywhere the newspapers are trying to be conservative. They speak hesitatingly, they are afraid to tell the truth, the naked, hideous truth. The *Philadelphia Times*, a conservative paper, reports the canvassing of fifty-seven trades and callings in the city of New York having a membership of 99,960, and shows of those 36,177 are idle. There are probably in the city of New York more than one hundred organizations representing wage earners. We know of a city with a population of 125,000 that has eighty-three organizations, hence the *Times'* statement must be regarded as giving a low estimate. And it is notable that while the *Times* refers to conditions in New York, it is silent regarding the effects of the panic in Philadelphia, immediately under its nose and within reach of its reportorial force. The fact is, the country is left to conjecture regarding the direful outlook.

In a general way the *Times* discusses the panic, and tells the truth. It refers to the "financial revulsion," saying it was "declared to be entirely a rich man's panic; that only speculators and gamblers were embarrassed by it," and proceeds to say,

Whatever may be the causes which produce financial disturbances, and however the rich may suffer, the one class that cannot escape the bitterest dregs of the cup of misfortune is the working class. All ills of commerce, finance and trade end in the homes of the poor, and they must bear the chief burden of business disturbance. The rich can live on greatly reduced resources; they can stop their mills or mines and be content with profits already accumulated, but the poor who earn their bread from day to day as they consume it, when forced into idleness must face starvation.

It is true that the present panic is a money panic; entirely a money panic in its origin, but it has permeated into every channel of commerce, industry and trade, and to-day it affects every mill, mine, field and forest where industry has its home. The scarcity of money, no matter from what cause, has halted improvements, has reduced consumption, and the inexorable law of supply and demand enforces a reduction of supply. To attain that, labor must be dismissed from employment, and the laborer left without means to support himself and his family.

All panics of every kind and from any and every cause, end in fearful cost to labor, and it is lamentable to see how many of our industrial people are misled as to the remedy. Of all classes and conditions in this country they most need stable and just laws; they most of all need honest money, and yet from nearly

every industrial organization of the country we hear expressions of sympathy for those who are battling for cheap and dishonest money, the countless evils of which must in the end fall upon labor. Business that employs industry is disturbed to-day because our national money and our national credit have been impaired by insane concessions to cheap money advocates, and labor is to-day paying the fearful price of that folly.

It is true, deplorably true, that labor and only labor suffers by the panic; all else can wait until the storm has spent its force. The rich can close down their shells like a tortoise, pull in their heads and sleep. The notable thing about the *Times'* article is its closing paragraph, in which, like all champions of the plutocratic class, it seeks to throw the responsibility of the panic upon labor, intimating that it suffers because of its advocacy of a dishonest currency. When did labor control or influence the legislation of congress, which Mr. Cleveland avers is responsible for the panic? Vicious dampfoolism never went further than to intimate such a charge. Labor never had a voice in the financial legislation of congress. Labor never voted for a dishonest dollar of any description. Labor accepts the government's currency and has had an abiding faith in its honesty. It has made no war upon standard coins or redeemable paper. Whether in one party or another, labor has been loyal to honest money, has had implicit confidence in the *fiat* of the nation, and is not responsible for congressional legislation, which Mr. Cleveland says is "chargeable" with the present panic.

No sane man will challenge the propriety of greater activity in the ranks of labor to influence congressional legislation in the future. The *Times* demonstrates the absolute necessity for labor to take action, since it must bear all the ills.

Congress is now in session. Will it give relief to labor, which is now paying the "fearful cost" to which the panic has subjected it? As labor is not represented in congress, and since it is subjected to a fearful strain, it has begun holding public meetings. In Chicago, on August 15, three thousand idle men deliberated upon their condition and passed a series of resolutions. Speeches were made. A report outlines proceedings as follows:

Thomas J. Kidd, General Secretary of the Wood-workers' International Union of America, was greeted with cheers. A part of his remarks were:

"Send representative wage-earners to Washington instead of lawyers and millionaires. Let the masses and not the classes be represented. If you would do that, there would not be 200,000 idle men in Chicago, our poor-houses and prisons would not be crowded, and women would not be selling their purity for morsels of bread. Look at the Auditorium (and he moved his hand toward the structure); wage-workers cut and set the stone to build it, but they are the last ones welcomed there. Why? Because you shout for Cleveland and Harrison. Mrs. Vanderbilt gave \$150,000 for a collar for her poodle dog, when ten thousand children were starving to death in New York."

P. J. Grimes, of the Hardwood Finishers' Union, spoke briefly, saying: "Thousands in this crowd want work. It cannot be had. It is not their fault they are idle. The capitalistic press says it is. This is untrue. Many here know not where their next meal will come from. It is only summer now. What will winter produce? They will die like slaves. An empty stomach has no conscience. Our people sit on a volcano. Let them beware of the explosion."

The following resolutions were adopted;

*"Resolved*, That we demand of the present congress to fix a true standard of values based upon the product of labor, and that the government issue the circulating medium to the people.

*"Resolved*, That the government employ the idle men on the roadways and on the public improvements of all kinds where the convicts are now employed, and that public work be done by the people and not by contract.

*"Resolved*, That the hours of toil be reduced to that point that all may be employed, so that machinery will be a boon to the toiling millions rather than a curse.

*"Resolved*, lastly, That the unemployed be warned through the press that Chicago has thousands of men willing to work, but unable to find it."

The meeting is significant—others will follow. It is not required to so much as suggest how the fire will spread or the character of the scenes to be enacted. Whatever may transpire inimical to peace and order as the result of the panic, let it always be remembered, that President Cleveland says it is *chargeable to congressional legislation*.

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## DEFENSELESS WAGE-EARNERS.

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"Society has become accustomed to some very nice distinctions. The poor man is called a socialist if he believes that the wealth of the rich should be divided among the poor, but the rich man is called a financier if he devises a plan by which the pittance of the poor can be converted to his use."

"The poor man who takes property by force is called a thief, but the creditor who can by legislation make a debtor pay a dollar twice as large as he borrowed is lauded as the friend of sound currency. The man who wants the people to destroy the government is an anarchist, but the man who wants the government to destroy the people is a patriot."

The foregoing paragraphs are taken from the speech of the Hon. W. J. Bryan, M. C., delivered in the house of representatives, August 16th. They refer to current criticisms of men, motives and money, to schemes of legislation and to schemes protected by statutes for the purpose of the aggrandizement of the few at the expense of the many, to increase the power of the strong and to make the weak submit to their machinations.

The President called congress together to deliberate upon finances, and in his message took occasion to say:

"At times like the present, when the evils of unsound finance threaten us, the speculator may anticipate a harvest gathered from the misfortunes of others, the capitalist may protect himself by hoarding or may even find profit in the fluctuation of values, but the wage-earner—the first to be injured by a depreciated currency and the last to receive the benefit of its correction—is *practically defenseless*. He relies for work upon the ventures of confident and contented capital. This falling him, his condition is without alleviation, for he can neither prey on the misfortunes of others nor hoard his labor."

It is seen that the President, in calling an extra session of congress, recognizes labor—"the wage-earner"—and says what is true, that labor is the first to be injured, and he could have added, that

the injury continues during the whole period of business depression, always increasing in its deplorable consequences.

The President points out the difference between the "speculator"—the "capitalist"—and the "wage-earner," and in the President's specification the degrading point is made that the wage-earner is powerless, a creature who exists by permission, who, as against the "unsound finance," is "practically defenseless," not only "practically," but absolutely "defenseless." Hence what? Degradation, idleness, poverty, squalor, hunger, desperation, mobs and riots.

The President of the United States tells congress that wage-earners are "practically defenseless," that they are compelled to accept such conditions as congress and legislatures may inflict. The reference to wage-earners could not be made, by the use of language, more abject. To say that there are twenty millions of wage-earners in the United States may seem extravagant, but the estimate is, nevertheless, conservative, when women and children are included, and of the twelve to fourteen millions of votes cast in the United States for President and members of congress, at least eight millions are cast by wage earners. And yet the President says that against "the evils of 'unsound finance' they are practically defenseless" and further the President says that the "unsound finance" that affects the country is the result of "congressional legislation."

Accepting the declarations of the President as true, how does it happen that wage-earners, with at least eight millions of votes in the country are left "practically defenseless?" The answer is ready and easy. Wage-earners are "defenseless" because they cast their votes for men who betray them, who enact laws for the rich regardless of the interests of labor; as was said in congress, in discussing "the evils of unsound finance" and the prostration of business, the cry comes—

From forges where no fires burn,  
From mills where wheels no longer turn,  
From looms o'er which no shuttles leap,  
From merchants' shops—which sheriffs keep—  
From banks gone up, from stocks gone down,  
From God-made country, man-made town,  
From Wall street men, from sons of toil,  
From the bronzed tillers of the soil,  
From North, from South, from East, from West.

That wage-earners are "defenseless." Is it true that wage-earners are defenseless? Having been juggled out of their votes, is their lot to be mendicancy and misery, silence and suffering, desolation and despair? Are wage-earners to wait until a wrangling congress extracts the fangs from gnawing hunger?

The President says "wage-earners are defenseless"—that is to say, they are unarmed, unprotected, exposed, weak—voiceless and submissive, they are like dumb driven cattle, and "unsound finance," the result of "congressional legislation," is the pelting storm that is beating them down to death.

Is it not possible that the President is mistaken when he says the wage-earner is "defenseless?" Can it be possible that from five mil-

lions to ten millions of wage-earners are defenseless in this age and in this country? To say they are "defenseless" consigns them to soundless depths of degradation—reduces them to pariahs, peons, helots—slaves as in old plantation times, before Lincoln's proclamation permitted the African slave to stand up a free man.

We doubt if wage-earners comprehend the measureless meaning of the president's declaration that wage-earners are "defenseless." If it is true, then our flag, our starry banner "Old Glory," is a "flaunting lie." The wage-earner, a sovereign citizen of the great American republic, ought not to be said to be "defenseless;" he ought not to be considered the ward of the government; he ought not to be voiceless and silent when legislation strikes at his rights and interests, his work and his wages, his home and his children. In such perilous times he ought not to be regarded "defenseless." Nor is he defenseless.

We have heard of pools and trusts and of combinations by which the rich have managed to ascertain how much bread the wage-earner should receive for a day's toil, and when he asked for a fish, counted his gains, if he could palm off a scorpion, and the national prayer should be that in the United States wage-earners, to demonstrate that they are not defenseless, may never pool their woes, their hunger pangs, for the purpose of bettering their condition. Better far for wage-earners to pool their votes, solidify their ranks, abandon party and party leaders that have betrayed them and led the President to say they are "defenseless," and demonstrate that when they are unified and armed with the ballot, the President and the nation will find wage-earners amply able to take care of themselves.

But there is another side to the picture. Hon. J. C. Sibley, of Pennsylvania, not an anarchist nor a socialist, not a labor agitator, not a Republican or a Populist, but a Democrat, in closing a speech in the House of Representatives, said :

Prompted alone by our love for rich and poor, by our love for the welfare and peace of our common country, let us warn you that the masses of the people are aroused. All over this fair land they are on their knees in prayer. Their walls have been heard at the throne of the Almighty. My friends, hunger and cold know no philosophy and respect no laws; and when these twin devils are let loose and you force them out upon the world—

Then woe to the robbers who gather  
In fields where they never have sown;  
Who have stolen the jewels from labor,  
And bulldozed to Mammon a throne.

For the throne of their god shall be crumbled,  
And the scepter be swept from his hand,  
And the heart of the haughty be humbled,  
And a servant be chief in the land.

For the Lord of the harvest hath said it,  
Whose lips never uttered a lie,  
And his prophets and poets have read it,  
In symbols of earth and of sky;

That to him who hath reveled in plunder  
'Til the angel of conscience is dumb,  
The shock of the earthquake and thunder,  
And tempest and torrent shall come.

## REFORMATION AND REVOLUTION.

In the July *Arena*, a paper by Helen Campbell, on "Women Wage-earners of America," is a valuable contribution to the industrial literature of the times, showing as it does the varying conditions of the women wage-earners in the United States. The data supplied by the writer is methodically arranged and so interwoven with the text that the reader grasps facts and arguments in a way that indefinitely contributes to the interest of the subject.

The writer makes copious references to colonial times to show the environments of women who, with their hardy fathers, husbands and sons, laid the foundations of American civilization, industries, government and prosperity. In those primitive conditions, woman's work was confined to the home, and was chiefly for the family. They engaged in cooking, knitting, sewing, spinning and weaving. On farms they attended to the dairy and had more or less to do with the kitchen and garden. Everything was democratic and girls who went out to domestic service were treated, as a general proposition, on an entire equality in the families where they were employed. The writer says:

For nearly a century and a half, dating from the landing of the Pilgrims on Plymouth Rock, the condition of laboring women was that of the same class in all struggling colonies. There were practically no women wage-earners, save in domestic service, where a home and from thirty to a hundred dollars a year was accounted wealth, the latter sum being given in a few instances to the housekeepers in great houses. Each family represented a commonwealth, and its women gave every energy to the crowding duties of a daily life filled with manifold occupations.

The farmer—for all were farmers—was often blacksmith, shoemaker, and carpenter, and more or less proficient in every trade whose offices were called for in the family life. The farmer's wife spun and wove the cloth he wore and the linen that made his household furnishing, and was dyer and dresser, brewer and baker, seamstress, milliner, and dressmaker. The quickness, adaptiveness to new conditions, and the fertility of resource, which are recognized as distinguishing the American, were born of the colonial struggle, especially of the final one which separated us forever from English rule.

The foregoing are pictures of the home life of women during colonial times in New England, and they serve as well to illustrate pioneer life of those who abandoning the East, went West into adjoining states and territories to "grow up with the country." The wages of women who did work for others, as domestics, as seamstresses or milliners were so meager that reference to them now creates astonishment, and yet, by the writer's showing the condition of New England women at that time, as compared with every stage of evolution that has since become a matter of record, must be regarded in the light of all the facts, as superior to conditions generally that have marked industrial development. Notwithstanding "sand did duty as carpet for the floor;" that "the cupboard knew no china, and the table no glass," that "coal and matches were unknown," and that a stove was "never seen"—there was health, con-



tentment and independence. The homes were centers of virtue, and though the people, men and women wore home-made cloth, and subsisted upon rough food, the men were brave, the women chaste, the home influences such that when liberty was in peril, brave men encouraged by brave women, went forth to battle, achieved independence and established a new nation.

The homes of New England were centers of industry. The spinning wheel and the loom were in every house. The women made the gloves, covered buttons, and carried forward numerous other small industries, and these things went forward until factories were erected for spinning yarn, which was woven into cloth at the homes of the people. But when the factory came that could spin and weave, the women began to leave the home and go to the factory to work, and then began a system of woman slavery and degradation almost unparalleled in the history of our civilization. The day's labor varied from twelve to fifteen hours. "In most of the New England factories operatives were taxed for the support of religion," and "women and children were urged on by the cowhide." Many factories were "unfit working places for human beings," and "overseers flogged children brutally."

In this line the writer proceeds to show the change from home to factory work, and as a result, the nationality of the employes changed. The New England element disappeared and its place was filled by the Irish and the German, and finally by the Canadians, until the New England women constitute an exceedingly small per cent of the factory operative force of the present.

The article under review deals chiefly with women wage workers in factories, and it is admitted that as compared with its worst features as practiced in earlier periods, some improving advancement has been made, but the factory system for women workers is, nevertheless, the most vicious known to our industrial enterprises, as is shown by the following "objections urged against it," as appears in Carroll D. Wright's chapter upon the subject which is found in the Tenth Census Report:

- A. The factory system necessitates the employment of women and children to an injurious extent, and consequently its tendency is to destroy family life and ties and domestic habits, and ultimately the home.
- B. Factory employments are injurious to health.
- C. The factory system is productive of intemperance, unthrift and poverty.
- D. It feeds prostitution and swells the criminal list.
- E. It tends to intellectual degeneracy.

Leaving out of consideration all but the first (A) objection, which is admitted to be well founded—in fact, the conclusion is inevitable—that the factory system, employing women and children, is a standing menace to almost everything esteemed sacred in our civilization, Helen Campbell says:

Under "A" there is small defence to be made. The employment of married women is fruitful of evil, and the proportion of these in Massachusetts is 23.8

per cent. Wherever this per cent. is high, infant mortality is very great, being 23.5 for Massachusetts and 19 per cent. for Connecticut and New Hampshire.

If the objection "A" is based upon facts, which is admitted, then the remainder of the list may be accepted as in the line of probability, or in a large degree inevitable, since any system of industry that tends to destroy "family life and ties, domestic habits, and ultimately the home," involves every other wrong mentioned in the catalogue and becomes a foul blot upon our civilization, and that the New England factory system, however much improved since overseers urged women and children to their tasks "with a cowhide" and brutally "flogged children," the system retains throughout New England and elsewhere the germ of abominations well calculated to arouse alarm.

It is notorious that New England boasts of having laid the foundations of our civilization, as also the foundations of the factory system, and the proof is overwhelming, as Helen Campbell demonstrates, that the factory system has finally created conditions of women wage-earners which, striking at "family life and ties, domestic habits, and ultimately at the home," have already inaugurated a system of degradation, the prudent characterization of which takes on the form of exaggeration.

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MULTIPLIED thousands are now searching for work, and the number is daily increased by the closing of mines and shops, and by the reduction of the number of employes in many industries. In this supreme emergency all eyes are turned towards congress, and congress talks—yawps.

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THE Wagner Company has 700 parlor and sleeping coaches, while the Pullman Company has 2,366. The investments of these two companies in parlor and sleeping coaches, aggregate \$43,500,000.

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SOME one says "it took Rome 300 years to die," and it is intimated that the United States can *kick the bucket* in less time. It is a question for workingmen to decide.

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THERE are now about two hundred trusts in the country, which control, more or less, its staple products. Why? Because workingmen vote aye.

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THE New York, New Haven & Hartford R. R. is to be four tracked between New Haven and New York. The work is already under way.

# CONTRIBUTED.

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## SINGLE TAX FALLACIES.

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BY W. H. STUART.

No. 9.

[Concluded.]

Mr. Middleton, in his closing article in defense of the single tax, in the September MAGAZINE, gives painful evidence of rapid mental disintegration and collapse. He says I attack the proposition of the single taxers regarding public control of what they call "natural monopolies, because, forsooth, that would embrace all industry. Yet he demands," continues Mr. Middleton, "that the whole nation shall form a gigantic trust, that shall operate the machinery of production for its own benefit, and divide the profits equitably among the share holders." And he asks with withering scorn, "could opposition be more inconsistent?"

Either Mr. Middleton has passed into the last stages of that dread disease, dementia singletaxiosis, or he is, to use a street phrase, "badly rattled." Pray heaven it may only be the latter.

I assure Mr. Middleton I heartily endorse that part of the single tax platform. As far as it goes it is straight socialism. My object was to show that all industry was becoming monopolized in the form of trusts; that competition among capitalists was giving way to combination, and that the distinction regarding so-called natural monopolies was a mere fiction of the single tax imagination.

Mr. Middleton complains that I attack the single tax that leads to the government ownership of land, while I demand that the people should own the land. Quite true. I have shown that landlordism is only one form of robbing, not a whit less respectable than any other form. A very large proportion of the land is in the hands of the farmers and toilers, who acquired their title to the same from the people (the government) on agreed terms. When the people desire to resume possession let them do so on equitable terms, and not by the contemptible scheme of robbery and confiscation proposed by Henry George.

Nationalists and socialists do not advocate confiscation. When we want the railroads or the telegraphs, we will buy them or build them, and we will treat the owners of the land with equal justice.

I call Mr. Middleton's attention to the fact that when he talks about taxing railroad franchises he is not discussing any proposition of the single tax theory; he is simply giving expression to his own private opinion, with which I am not at present concerned. When

he shows the absurdity of estimating the rental value of the road bed of a railroad the same as a parallel strip of land, *i. e.*, estimating land values irrespective of improvements, he is criticising the single tax theory, not me.

England's commercial supremacy was, no doubt, largely due to her system of free trade. It enabled her capitalist class to furnish almost the whole world with the products of her manufacturing establishments. Comparing wages paid, and the condition of workmen between the first and last half of the century, certainly shows an improvement. But, as far as the workmen were concerned, that was not due to free trade, but to the abolition of the laws against combinations among workmen, and the consequent rise of trade unions, and also to the legislation known as the "factory acts," reducing the hours of labor, limitations and restrictions regarding employment, and hours of labor for women and children, improved sanitary conditions, etc.

Under the wage system the producer only receives part of the value of the product as wages. He is consequently unable to buy back the product. Hence the frantic desire of commercial nations to extend their markets for the purpose of disposing of surplus products and commodities which their own exploited wage-slaves are unable to buy. While England had the world for a market, her capitalists acquired unbounded wealth; but with restriction of her markets her home industries are failing and wages are gradually being forced down. Her capitalists are now exploiting this country and others in the hope of producing surplus value from foreign labor, that they are no longer able to extort from English labor.

The purchasing value of wages of labor is not effected by tariffs.

Under capitalism and free competition among laborers, wages will remain at, or near, the cost of subsistence.

Mr. Middleton makes the singular statement that "it is true, as Mr. Stuart and Mr. George have both shown, present monopoly rent would be largely diminished." This statement, so far as Mr. George is concerned, is not true. There is not a line in "Progress and Poverty" that would indicate the faintest conception on his part of the difference between monopoly and natural rent. He ignorantly assumed that present rent was economic rent. His failure to see the difference reduces his theory to an absurdity, and "Progress and Poverty" to a mere pot-pourri of poetry and platitudes.

True, Mr. Middleton, to save the theory, is willing to rob the land owners of their property (to which they can often show much better title than the owners of capital can) and retain present monopoly rent, by substituting government for private monopoly of natural resources. This is the most contemptible proposition ever made by any one assuming the role of a reformer—a proposition, I will do Henry George the justice to say, he would reject with scorn and indignation.

In the August MAGAZINE Mr. Middleton asserts that Karl Marx's "surplus value" theory errs in "ignoring too much the few who in-

vent, and the few who plan, organize, and carry out productive enterprises, and that is where they differ from single taxers."

Would Mr. Middleton kindly mention one industry now controlled by capitalists that could not be taken under collective control and managed better, and at one-half or one-fourth of present cost? We pay successful presidents of insurance companies \$60,000, or more, per annum. What for? Their superior knowledge of the insurance business? Not a bit of it; but because they can take business away from other companies. This kind of "organizing ability" would find no market under nationalism.

Did Jay Gould earn his one hundred million from his superior knowledge of the railroad business? No! He had hundreds of men in his employ who had forgotten more regarding the legitimate business of railroading than he ever knew. But as a railroad wrecker he was a genius, and worth every cent he *earned*. But under nationalism the occupation of the railroad wrecker will, like Othello's, be gone.

By the way, the Postmaster General has 100,000 employers under his control. First-class men are anxious to serve as head of the Postoffice Department, and do so, at an annual salary of \$8,000. Who is willing to transfer the postoffice business to the control of private capitalists?

In regard to inventions: Do inventors generally reap the reward of their labors? Ask Edison, the most wonderful inventor of the age. He declares his inventions have brought him nothing. The superior "organizing ability" of capitalists, who haven't the brains necessary to perfect an invention, have relieved Mr. Edison of any worry in the matter. He touches the button, they do the rest. Besides, think of the monstrous doctrine that humanity to all eternity is to reap no advantages from the invention of labor-saving machinery. Consider, that any given invention is the result of the general advance in the sciences, to which thousands of unknown workers are continually contributing. For instance, the greatest invention of the century—the electric telegraph—is usually attributed to S. Morse. He reaped riches and renown from it, and yet he was not the discoverer of any law of electricity, was not even interested in the subject. But he availed himself of the patient labors of others, and simply, by a little mechanical ingenuity, gave the labors and researches of others a commercial value. No one wants to detract from the merits of Morse, but the claim that he would be entitled to confiscate most of the advantage of the telegraph is nonsensical.

One more point: Mr. Middleton speaks of interest under certain conditions, as a "free bargain between equals," and asks if, under such conditions, "will even he (Stuart) dare to be just?"

Let me answer him by putting the proposition in the shape a capitalist recently did in a conversation with me. Said he, "Take the case of a young farmer in Nebraska, a few years ago. He had plenty of range near him on which he could raise cattle profitably, but had no capital. He, therefore, mortgaged his farm for a couple of thous-

and dollars, bought young stock, turned them on the range, sold them in two or three years, paid his mortgage and the interest, and had a couple of thousand dollars ahead. Were not," he asked, "both parties to the transaction benefited?" My answer was, "yes, certainly." The farmer had merely shifted the interest, like the renter of a valuable site does his rent, onto the consumer. In the last analysis, all interest and rent first appears in the price of commodities and products, they are paid for by the consumer. Wages merely represent what is left after deducting rent, interest and profits.

That Mr. Middleton can see this so plainly in the case of rent but not in the case of interest, is to me utterly unintelligible. That a venal press and sycophantic writers in the interest of the exploiting classes should defend usury and exploitation of labor, is not surprising; they make a living by doing so; but that men like Mr. Middleton, who are honest and intelligent, should not be able to see through the sophistries of pseudo economists, and are content to be the defenders of labor exploitation, is to me one of the most discouraging features of the reform movement, and augurs ill for the chances of effecting the peaceable change from our present anarchic system of private ownership of the means and instruments of production.

I shall now indulge in a brief résumé of the principal arguments against the single tax, and close by the briefest outline of what I consider the only solution of the economic problem:

1st. It is a universal belief among single taxers that under a single tax régime, rental values of land would constantly advance and furnish a continually increasing fund for public purposes. If this be so, then it must be evident that security of tenure would be entirely destroyed under the operation of a tax that would vary so greatly with increase of population or business. We have seen land values increase from a few hundreds of dollars to as many millions in a lifetime. Improvements suitable for a town of 10,000 inhabitants would be entirely inadequate when the population had increased to forty or fifty thousand. Such an increase in population is frequently effected in less than one decade. As rental values would increase regardless of the income derived from the improvements, such improvements would have to be torn down or abandoned, at great loss to the owners.

It is admitted that security of tenure is absolutely necessary to insure the best use of land. But under such conditions of insecurity and uncertainty improvements would be discouraged, and when made, would be of a cheap and temporary character. Certainly no poor man would risk building a home in a growing town, lest increase in rental values might in a few years force him to abandon his home. In such a case he would, of course, be careful and select a new location outside the range of possible improvements and increase of rent.

So undesirable a condition was not anticipated by the author of "Progress and Poverty." His followers, however, urge that no one would be allowed to dispossess another without payment for improvements. This might mitigate the difficulty in some instances,

without effecting the general result. Rental values would be effected over larger areas than would be required for immediate use (as under present conditions), and only here and there might an owner effect a sale before the rapid advance in rental values would force him to move or abandon his improvements. This insecurity of tenure would also destroy the value of land and improvements as a basis of security for the advances of capital.

These objections are serious and vital, and entirely discredit the single tax as a practical solution of even the land question, an important, although not the chief, factor in the economic problem.

2d. The fallacy involved in the assumption that present rent would, under the operation of the single tax, be transferred to the state without diminution—nay, would indeed, as single taxers claim, be largely increased in amount. This assumption is based on the fallacy that present rent is economic rent, whereas, it is rent due to monopoly. The effect, however, of the single tax would be to entirely abolish monopoly rent. All land, both urban and agricultural, not needed for immediate use, would be abandoned from inability of the owner to pay the tax thereon, with the obvious result, that as we have an hundred times more land than we have use for, or can possibly use during the next century, and as all unused land would be thrown on the market for what it would bring; that rental values would enormously decrease to at least one-fourth, and probably one-tenth that obtained under the present system of private monopoly of land.

The fact is, as a scheme for absorbing the largest possible tax from land, our present system is, perhaps, the best that could be devised. It permits the practical monopolization of the entire continent, upon which the owners pay taxes, much of which will not be in use within the next century. The adoption of the single tax would throw 90 per cent. of this land on the market, from which no tax would be derived. The remaining 10 per cent. would not probably pay one-fourth of present rent. So that the term "single tax," as implying its sufficiency for all the purposes of revenue, is a misnomer and absurd, and exhibits in a striking manner the shallowness of the Georgian philosophy.

Of this effect on rental values that would inevitably follow the adoption of the single tax, George shows not the slightest conception in "Progress and Poverty," nor can it be found in the writings or speeches of any other single taxer up to three or four years ago, when, I believe, the writer first pointed out this singular economic fallacy.

3d. We have seen that the single tax theory is founded on the belief that all surplus wealth is directly or indirectly absorbed by rent, the result of the present monopoly of land, and that the sovereign remedy that George proposes, "which will raise wages, increase earnings of capital, extirpate pauperism, abolish poverty, give remunerative employment to whoever wishes it, afford free scope to human progress, lessen crime, elevate morals, taste and intelligence,

purify government, and carry civilization to yet nobler heights, is—to appropriate rent by taxation.”

We have thoroughly exposed this fallacy by showing that under the present conditions of the concentration of wealth in production, mere access to natural resources would be only a mockery to the man without capital. We have quoted Hon. D. A. Wells to show the results of bonanza farming in reducing the cost of production; that wheat and staple cereals can be produced at about one-third the cost of the small farm. We have in this state the steam plows, that plow the land at a cost of twenty-five cents per acre. Combined headers and reapers costing \$7,000, that cut, thresh and sack the grain at a cost of three or four cents per sack. We raise beans in little patches of from two to five thousand acres, the work mostly done by machinery. Horticulture is also rapidly falling under the domain of the capitalist method of production. Orange groves of a few acres are rapidly giving place to those of from one to five hundred acres. We have already a fruit farm of 1,600 acres that gives employment at certain seasons, to 1,000 laborers. A potato planting machine recently invented, will soon take the production of that staple vegetable out of the hands of the small farmer. Experience is showing that the same economics of production on a large scale is as possible and profitable in agriculture and horticulture as in other forms of industry, and that it is only a question of a few years before our present system of small farming will become as obsolete as the hand looms, the stage coach, and the tallow dip. We have pointed to the abandoned farms of New England as an illustration of the mockery of “free access to natural opportunities.” The Homestead strikers did not seem to be much impressed with the advantages of the practically single tax conditions that surrounded them. No; they preferred the terms of H. C. Frick to starving on the free lands near them.

Manufacturing industries are already monopolized by capitalists. He who can not see the trend of all other forms of production in the same direction is either blinded by prejudice or lacks ordinary intelligence. The trust and the bonanza farm are here to stay, and the only question for us to decide is, whether we are willing that form of production shall inure exclusively to the benefit of a few capitalists, or to the benefit of the whole nation. Certain it is, that under existing conditions of production, to offer men without capital (and that class composes 95 per cent. of the population) “free access to natural resources” as a solution of the economic problem, shows an ignorance of recent economic changes as deplorable as it is discreditable. Nor can it any longer be urged that trusts are the result of protection. The Standard Oil Co., the Big 4 meat combine, the Cotton Seed Oil Co., the Sugar Trust, and a score of others, are neither the result of our fiscal policy nor due to the control of natural resources. Their appearance simply proclaims the death of individual competition. They suggest the coming National Trust, in which the citizens of the nation shall be equal share holders.



4th. In the analysis of the origin of capital and interest we have adopted the dictum of Adam Smith, that wealth, economically considered, is the product of labor exclusively. This theory was endorsed and more firmly established by Ricardo. Therefore, labor has a just claim to the whole product, or its value. But under our system of capitalist production the laborer receives only a part of the product as wages, the remainder and largest portion going as rent of land and interest on capital. Rent and interest owe their existence to the fact that under our system of minute subdivision of labor, labor is able to produce a surplus over the amount necessary for subsistence. This surplus the land owner and capitalist are able to appropriate, through the private ownership of the means and instruments of production—land and capital.

Therefore, it is inevitable that under a system whereby the modern tools of production are in the possession of a small class, and that the immense body of workers, having nothing but their labor power to sell, must sell it under desperate competition with their fellow-workers or starve. Hence, the cost of the production of wealth is, under present conditions, merely the cost of the subsistence of the laborer. Labor, the producer of all wealth, itself becomes a commodity. The laborer makes the tools that produce wealth, which, in the hands of the capitalist, are the means of binding him more firmly to the system that degrades him to the condition of an appendage to a machine, distorts the conditions under which he works, and often in the bitter struggle for existence drags not only himself but also his wife and children under the cruel wheel of the juggernaut of capital.

The capitalist, as such, no more produces capital than the land owner does the land. Rent and interest are the result of the private ownership of the means of production. Capital is merely accumulated unpaid labor. All rent and interest represent, therefore, exploitation of labor, which, under the "Iron law" of wages, continually increases with the productivity of labor, *i. e.*, every invention of labor saving machinery increases the production of wealth, while at the same time it makes the capitalist more independent of the laborer, and enables the capitalist to reduce the laborer to a lower standard of living, through the constantly fiercer competition for work among the unemployed.

Finally, we have seen that nothing the single tax offers will redeem us from this bondage to capital. We have shown that under that system all rent of land above the "margin of cultivation," or land of no rental value, would be confiscated by the state, while all the advantages of labor saving machinery would continue to be confiscated by the capitalist as the "just return," as George puts it, for the use of their capital. Labor would, under such conditions, be forced to produce, as now, for a bare subsistence. The "Iron law" of wages would still operate. Under the brutal law of competition, wages would still continue to tend to the minimum upon which the laborer would consent to reproduce more wealth.

I have now concluded my criticism of the single tax theory. If my criticisms and arguments are sound, we are led to the logical conclusions, that the making of land common property, while an important and necessary step in economic reform, would of itself, under present economic conditions, not solve the problem. We must substitute collective for private ownership of both land and capital. The people, collectively, and not merely the small capitalist class, must control all the means and instruments for the production and distribution of wealth.

But we advocate no violent or unjust means to attain our ends. We expect to accomplish our purposes under a republican form of government, and by lawful and constitutional methods. Nor do we advocate any hasty or ill considered measures. We make no war on individuals who have lawfully accumulated fortunes by carrying to a logical end the false principles upon which business is now based. But we condemn the system which permits such inequalities of wealth. We denounce the principle of competition as simply the application of the brutal law of the survival of—not the fittest, but the strongest, most cunning, and most unscrupulous. We hold that our struggle should be against the forces of nature, and not against each other. Confident that under a system of fraternal co-operation there will be plenty for all, and humanity freed from the bitter struggle for the means of satisfying a mere animal existence, will rise to grander and nobler heights of intellectual and moral development.

There is a constantly widening consensus of opinion that the inevitable outcome of democracy must be the control by the people themselves, not only of their political system, but of their industrial organization as well. The monarchical idea was that the people should allow a king and an aristocratic class to govern them. We have abandoned that idea in political affairs, but follow the old paternal system in industrial matters by permitting an aristocracy of wealth to control our industrial system for their exclusive advantage. Not paternalism, but *fraternalism*, is our shibboleth.

We must, therefore, adopt the democratic principle in our industrial system—must adopt organized co-operation for the competitive struggle, and the consequent recovery in the only possible way of what J. S. Mill, quoting Fourier, calls “the enormous share which the possessors of the instruments of industry are able to take from the producers.”

Edward Bellamy well says:

The exercise of irresponsible power, by whatever means, is tyranny, and should not be tolerated. The power which men irresponsibly exercise for their private ends, over individuals and communities, through superior wealth, is essentially tyrannous, and as inconsistent with democratic principle and as offensive to self-respecting men as any form of political tyranny that was ever endured. As political equality is the remedy for political tyranny, so is economic equality the only way of putting an end to the economic tyranny exercised by the few over the many through superiority of wealth. The industrial system of a nation, like its political system, should be a government of the

people, by the people, for the people. Until economic equality shall give a basis to political equality, the latter is but a sham.

Even Henry George admits that the socialist ideal is a noble one, and in his opinion not impossible of realization.

Seeing, then, that the present concentration of wealth, if uninterrupted, must end in the establishment of an insolent and brutal plutocracy, supported by a nation of slaves, why should not all reformers unite in forming the co-operative commonwealth? the nationalization of all industry and the promotion of the brotherhood of man?

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## THE SOLIDARITY OF ALL REFORMS.

BY JOSÉ GROS.

No. 5.

[Concluded.]

In this article we propose to outline the simple processes by which the people can estimate and recover the land values absorbed by franchise corporations, and even by all the others, if necessary, to stop certain industrial monopolies. Every corporation is, after all, the creation of human law, exists because of certain privileges given by law, and can and should be cancelled by other laws, by laws asserting equal rights to all. No especial privileges have the right to exist under a God-like civilization, as the single tax would produce, *if properly codified*. Please don't forget the last three words, socialistic friends. It will considerably help your mental digestion. It will save you from useless mental combinations. It will simplify your future articles and make them far more instructive, far more useful to the healthy social status that we all want to work for, that we all crave for, because we all hate our present industrial iniquities.

Before we commence the proposed job we desire to spend a few moments in demolishing one of those fearful paper citadels that our critics are apt to build up in order to frighten themselves or somebody else out of their wits in the science of economics.

We are told that with the immense quantities of vacant land thrown into the market by the single tax, land rents would be well nigh annihilated. Confidentially it has been stated to us that piles of single taxers, with tears in their eyes—they are most of them a sorrowful set—have, in their moments of despair, thrown themselves on their knees at the feet of Mr. Henry George, and have even kissed his boots, asking him to solve the above problem, and Mr. George, cold-hearted as he is, has refused to give an answer.

How dreadful! Of course most people, those who don't live in the woods or in their dreams, know that brother George has satisfactorily answered every question, except, perhaps, any one too stupid to be worth while answering.

The above problem is fully explained in the *LOCOMOTIVE FIREMEN'S MAGAZINE* for August, 1891. See article captioned "Labor in Society and in the Wilderness."

Any man willing to use his brains a little can answer to himself that fearful question which George has never seen fit to answer, according to some of our phantastic socialistic friends, with more imagination than it is good for any of us to have. Now, let us go for a short answer. For every 1,000 lots or plots of land that the single tax would throw into the market in and around every center of population, or fragment thereof, 100 lots, or even less, would be far superior to the rest, at any given date or period. Superior for residential purposes, superior in sanitary conditions, or because subject to higher profits in this or that occupation. And it is on these 100 lots or less, out of every 1,000 or more, on which competition would center itself, as a matter of course. It would pay far better to take those 100 lots at an average rental of, say \$100, than any of the other 900 at an average rental of \$10. Even with the higher rent anybody would clear \$1,200 in the choice 100 lots better than \$1,000 in the poorer lots, because further from the business center, from schools, churches, bays, good roads, good water, public parks, theatres, libraries, etc., etc. It is too bad to have to descend to the explanation of such simple phenomena, and all because some men are more fond of dreams than realities, or don't stop to think before they talk or write.

Now, let us see how the people could take back the land values of all corporations. We shall commence with railroads. According to the Inter-State Commerce Committee the capital of our railroads was \$9,829,000,000 for 168,000 miles, on June 30, 1891. One year after, the Poor's Manual, the organ of our railroads, says their capital was \$10,765,000,000 for 170,000 miles. Call it 10½ billions. According to Mr. H. V. Poor, no better authority on the subject, the real value of our railroads in 1891 was not over \$30,000 per mile, at a high estimate. That includes over \$4,000 per mile in right of way, original land value, and rents and interest income. It also includes \$4,500 per mile for earth-work and rock-cutting, an expense which only takes place in mountain sections. Besides, even rock-cutting and earth-work become land value at the end of 20 years by ethics, because of a permanent land feature fully paid for through 20 years interest. Our critics imagine that we single taxers don't understand our business. They act as if an old minister, who has spent his life in bible study, wanted to teach an old shoemaker how to make shoes.

Taken all in all, \$24,000 per mile more than fully covers to-day the cost of the 170,000 miles of railroad in question. We have then 4 billions as total labor cost. We have 6½ billions land value,

franchise value, belonging to the said organization, in ethics. Call it 6 billions, at 5 per cent., \$300,000,000 annual land value. About half of that would run the National Government, without army, navy and pensions. A God-like civilization would not need any such expenses. Nobody would even care for any government pension when everybody could make the equivalent of from \$15.00 to \$30.00 a day, with but enjoyable labor.

The other \$150,000,000 annual railroad land values could be applied to the gradual cancellation of the 4 billions railroad labor cost. To that we could add an annual issue of \$150,000,000 in government notes, to be also applied to such cancellation. The people could, in that way, become in 14 years the absolute owners of our railroad system of to-day, when rates would simply need to cover the running expenses, and the national government expenses, if we so preferred. In that case the local and state expenses would be faced by the local land values, and the surplus could be applied to the cancellation of the labor cost of all local franchise corporations. The annual franchise, land value of local corporations, would, of course, form part of the local tax fund—local single tax.

If the railroads or any other franchise corporations dared to increase rates with which to meet their respective single tax, that would cancel their charters, because defying the law of the land. The people would then at once take possession of their respective concerns by simply converting into 5 per cent. government bonds that portion of corporate securities representing labor cost, and subject to the gradual cancellation above indicated.

Take, for instance, the case with the railroads. The government could issue 4 billions of such bonds, 3 of them to make up for the 5 billions railroad bonds and 1 billion to make up for the 5 billions railroad stocks, on the supposition that the former are entitled to a larger share of real value than the latter. Then, in some cases, railroad bonds may embody investments from the relatively poor, widows, orphans, etc.

It is estimated by experts, including Mr. C. Wood Davis, so well known on the subject, that under government control the railroad expenses would at least be \$160,000,000 less than to-day, from the suppression of monopoly salaries, litigation, free passes, etc. Add to that the stopping of discriminations in favor of big concerns, and no doubt \$200,000,000 could be saved, and by that could we all at once reduce transportation rates, besides meeting our national government expenses, as indicated.

The Australian railroads, under government control, charge but \$6.50 for 1,000 mile passenger tickets against about \$30.00 in our country. That more than corroborates all the above in the advantages to be derived from absolute government control, if we consider it desirable or needed.

The question is now how to reach monopolistic combinations like that arising from the pipe lines of the Standard Oil Company. Such pipe lines could be consolidated with the railroads. The pipe

lines are transportation by a natural force, that of gravitation, which belongs to the social compact. Suppose that the Standard Oil Company saves one-eighth of one cent per gallon on, say, 2½ billions of gallons in annual transportation by that natural force over that of steam. There we have 3 millions annual land values from that source alone attached to those happy pipe lines. Let the company pay that to the rightful owner—society—or let the people take possession of the pipe lines by simply paying 5 per cent. interest on their labor cost, and there is the end of that monopoly, if it had not ended before, from the fact that, unable to hold vacant oil lands, 500 companies would, no doubt, sing Hail Columbia to our brethren of the Standard Oil Company.

The great curiosity among some of our American socialists is, that they repudiate the best conceptions of their German leaders, some of whom at least accept taxation on land values as one of the elements with which to improve social conditions. Why should American socialists be less broad-minded than the best in Germany?

All our past and present evils arise from socialism by 20 or 30 per cent. The absurdity of trying to cure such evils through socialism by 100 per cent. state socialism! The State has always transgressed the law of equal rights by especial privileges to some. Whether that is done by hereditary monarchs or by 500 elected monarch-legislators, the result is equally bad. We have always had government by, say, 500 wheels. State socialism means government by, say, 500 wheels. All we need is government with about 2 wheels.

First. Righteousness in the tax fund and its distribution.

Second. Righteousness in the monetary system, since money is the expression of values as language is the expression of thought.

The writer of one says: "Down with all plutocracies," even the elected one of 500,000 captains of industry, as state socialism would mean to-morrow in this nation of ours. Every man should be his own captain of industry if he so prefers. Nothing short of that will ever do.

Ah, ye reformers with little faith, forever trying to reform after the manner of men, and never after that of God; always in search of complexities, and never after the beauty of simplicity; constantly along the line of the greater resistance, and seldom if ever along that of least resistance! And the latter is the line of nature, the line of God in the cosmos and in history. And simplicity is the symbol of the eternal and divine, while complexities are the incarnation of the human, and perishable.

Let all individuals have the full equivalent of all exertions in all honest occupations. Give to society what is exclusively the product of social growth, the annual land values that the presence of population may evolve. Let government do nothing beyond enforcing the law of equal rights to all, as ordained by the direct voice of the workers who alone make nations possible, from whom alone all wealth comes, and let your minds rest in peace with God about results. That which is right and equitable cannot fail to be good for all.

"Seek ye first God's kingdom and his righteousness, and all these things shall be given unto you." All your healthy aspirations shall be satisfied, whether you be socialists by 20, 50 or 100 per cent., individuals pure and simple, or a combination of both elements, all of you shall then have your full measure of joy, on earth first, in heaven later on.

In my August article I stated that, according to a certain critic, the single tax would confiscate \$6,000,000,000 per annum from the 95 per cent. and for the benefit of 5 per cent., that being the difference between the lowest average earnings per family group of many workers and the total average annual net product of labor. The said critic, in the September number, says that the figure we mentioned was 60 billions. On that he finds room for a great deal of funny rhetoric. Our dear readers will easily see that that rhetoric is funny indeed, as it shows the funny mental disturbance of the mind in question. It is but one in many distorted quotations. We forgive him, because he is a dear friend of ours.

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## MARGUERITE.

*A Historical and Philosophical Romance.*

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BY MARIE LOUISE.

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### CHAPTER IV.—THE BAPTISM.

The village church bell was chiming merrily and the villagers were slowly congregating inside the sacred edifice to witness the christening ceremony.

The priest, a man of about fifty, was giving to a young chorister the last instructions for the arrangement of seats and paraphernalia connected with a Roman Catholic christening.

The eyes of the priest were, ever and anon, turned towards the entrance of the church, and seemed to search in the crowd for some one especially.

At three o'clock sharp, the stately form of Madame Ferrier appeared under the portals, and, as she gracefully bowed right and left to the assembled villagers, the gaze of every one seemed drawn towards her. Some expressed ill-will, some affection, and some again respectful admiration. All were strongly affected by her presence. Having saluted the assembled villagers, she walked towards the aisle of the church where the priest stood by the side of the "baptismal fount."

"Good day, M. le Curé," she said. "Am I too soon for the ceremony?"

"Not at all, Marie Louise. I am glad to see you. You can never come too soon for a little friendly chat, can you?"

"We are here to perform a religious ceremony, Monsieur le Curé; it is hardly the time for a chat."

The priest looked at Madame Ferrier. His eyes, on meeting hers, filled with a burning expression. A thrill ran through his frame, and in a tremulous voice he replied:

"Marie Louise! Yours is the voice of a queen; it is welcome at all times and in all places, even in the abode of God. When God created you he produced a master-piece, of which he is proud! How could I, His humble servant, be indifferent to his great work?"

"Monsieur le Curé, you flatter me. I am but a feeble mortal, imperfect on many points. My only redeeming feature is my love for truth. Many times I have merited your apostolic anger, for I have questioned all your teachings and challenged all the religious dogmas. In accordance with the laws of the church I have deserved everlasting punishment. Yet, you have always been indulgent towards me and charitable. You have never hurled anathemas at my inquisitive mind, but quite the contrary, you have always sent me away with your blessing and the absolution of my sins."

"Marie Louise," replied the priest, "Can a minister of God curse that which is divine?"

"Thanks, father!" exclaimed the lady, seizing his extended hand and pressing it ardently. Her eyes met his in close spiritual communion, their souls blended. "Yes, father," continued Madame Ferrier, "Man is divine and truth is eternal."

At that moment a tall, slender man advanced towards the priest and waited to be recognized. He wore the blue blouse of the French peasantry; in his hand he held a silk hat, extremely high in the crown, such as were made and worn thirty years previously. The man's face expressed neither intellect nor refinement, but it suggested cunning, tempered with benevolence. His thinking power might have been great, but it constantly revolved within the same circle.

"Good day, Monsieur le Curé," he said.

"Good day, Jean Claude. You are to be co-sponsor with Madame Ferrier, I understand."

"Yes, Monsieur le Curé," he answered, fumbling with his hat and looking bashful.

"The baby's name is Marie Marguerite, is it not?" inquired the Curé.

"Oui, Monsieur," answered Madame Ferrier. "She is called after me and after the flower of which her mother is so fond."

"Oh, to be sure," remarked the priest, "Madame Duval is very fond of daisies; she often told me so."

The noise of many footsteps entering the church informed the trio that the child had arrived to receive the holy initiation through



baptism. León Duval handed the baby to Madame Ferrier, and the priest opened the proceedings by making the sign of the cross. Then, out of his breviary, he read the latin invocations and declarations of faith required for the performance of the rite, such as "Credo in Deo," "Pater Noster," "Ave Maria Gratia," and other devotional exercises pre-arranged for the recital of the faithful. This done, he called upon the Godmother and Godfather to swear that they would instruct the child in the Roman Catholic faith and be responsible for her conduct until she attained her spiritual majority (ten or twelve years) when she would relieve them of their responsibility by personally confirming and renewing the vows made by them at her baptism.

The ceremony was conducted with much eclat. Choristers in full uniform of white lace skirts responded to the "litanies." At the close, the priest raised a relic case in which the bones of some departed Saints were enclosed, and each person passed in rotation, kissed the bones through the enclosing glass, and dropped pieces of money into the silver plate close by.

The villagers then rose to depart, dipping their fingers in the basin of holy water by the door, crossed themselves, and turning around, bowed low to the grand altar, then they marched out of the church and clustered near the portals to take a critical survey of the baptismal party as they passed out.

Said an elderly lady: "What do you think of this ceremony? Was it not rather brilliant for a poor man like León Duval?"

"It was brilliant," said a man in the company, "but if León Duval is poor, Madame Ferrier is rich, and as likely as not she is paying for all that display."

"She likes display, anyhow," added a middle-aged woman, with a sarcastic grin on her thin, quivering lips. "She is as proud as a queen, although, God knows, she has little reason to be so haughty."

"Haughty, you say," remarked an old man in the crowd. "She is not so any longer. You should have seen her during the life of her first husband, then you could have said she was haughty. But since she married that man, Besson, her high spirit has considerably abated. I think she is not happy with him."

"She deserves to be miserable"—put in another woman; "What is pride? Is it not the first step towards destruction?"

"It has always surprised me"—said another, "that she married her daughter Clotilde to León Duval, a poor shoemaker."

"Madam Ferrier is too vain to have a farmer for son-in-law"—remarked another. "Tradesmen catch her fancy as being above the plain laborer. You know that girls in our time, believe they make a great match when they marry a shoemaker, a tailor, a carpenter, or any other mechanic."

"It is a pity"—sneered another, "that Madame Ferrier cannot find some Lords in our neighborhood to marry her daughters to."

"Why!"—cried a man in the crowd, "you have a great deal to

say about Madam Ferrier, but who among you, can impeach her uprightness and intelligence?"

"Hallo! *père* Morin, is it you?"—said a man,—Bravo! "stick to your friends."

## CHAPTER V.—CLOTILDE.

Let us for a moment return to Clotilde Ferrier Duval whom we have left alone in her cottage.

After her baby girl had been taken away to be christened, she lay in her bed motionless and absorbed in thought. Her mother's words regarding the interference of law with maternal rights and her husband's sharp retort, kept on ringing in her ears. Her imagination worked itself into a state of fever, her brain seemed to be on fire and large drops of perspiration covered her forehead. Prostrated under the conflict raging within her, she, at last turned her face to the wall and in broken utterances she murmured:

"I know it, the child is its mother's property. I know that my baby girl is mine, mine, and no one else's. Is not the child linked to its mother's body by a tie which cannot be severed until it has attained maturity and drops out into the world? Is it any way linked to its father? Not at all! Whom does my baby seek and whom did she seek as soon as she was born? Me, me, and me alone. And they say a child belongs to its mother's husband by law! \* \* \* by law! What a strange sound that word law has in my ear. I heard it mentioned many a time before and it did not seem to me very strange. But when they place that thing, the law, in antagonism with my maternal rights, its sounds, the very letters that express it, make me shiver. What is the law, anyhow? The French law is made by Frenchmen. The Bible says somewhere: "Man's wisdom is folly in the eyes of God," and the wisdom of French law-makers is no exception, I am prepared to swear. \* \* \* \* \*

"My baby belongs to Duval by law!—and does not belong to me! \* \* \* \* \* that is, if it belongs to me, it does so in violation of the law. Duval could legally snatch my little Marguerite from my breast, dispose of her at his will, because the law says she is his property, \* \* \* \* \* not mine! Horror, horror! Oh my brain is bursting! My God, why did my mother broach such a subject at a time when my torn bosom and my terrible sufferings of yesterday so forcibly tell me that my child is a portion of myself? \* \* \* Can there be another law but that of nature, by which woman may become a mother, may subdivide her own being? Does man bring children into the world, does he build up their little frame, tissue by tissue, until they are formed and matured for birth? No! a father has no natural right to own a child; if he had, why should he require the help of manufactured law to establish his claim? To develop and bring forth a child, woman does not require the help of law, she performs that task in accordance with the law of her own

being, even though all fabricated laws were to the contrary. I know that my baby girl is mine, with, or without the permission of the laws of France, and when I have become incapable of asserting my material rights, then let me be wiped out of this world, let me die! Better death than degradation!"—cried the tortured mother in a voice drowned in tears, and, as if to shut out a painful vision, she drew the bed sheet over her head and sobbed bitterly.

## CHAPTER VI.—ARTHUR BESSON.

A few days after the occurrence of the events related in the preceding chapters, Madame Ferrier sat in her parlor, which served also as a dining room. She was engaged in knitting a woolen sock. The ball of worsted lay on the floor by her side. Now and then, from under her chair, the lively paw of a cat would come out, deal a quick tap at the ball and send it reeling away.

"Kitty, leave off," cried Madame Ferrier, "You entangle my worsted."

Kitty's head peeped out of her hiding place, glanced at her Mistress with mischief in her eyes, gave an artful wink, and struck another dexterous blow at the ball of yarn which sent it wheeling to the other end of the room.

Madame Ferrier looked at the saucy face of the cat and laughed outright. "You have a will of your own, Kitty, have not you? Well, as you have it, keep it. Of course, a cat will paw a rolling ball," said the lady, patting gently the unruly animal.

"To whom are you talking?" said a man who had just entered the room unobserved. "I thought you had some one with you."

"I was talking to the cat," answered Madame Ferrier.

"It is just like you, Marie Louise—talking to a cat is a very fine pastime, I am sure. You will talk to your cat and caress it, while you hardly seem willing to speak to me, much less caress me."

"This may be true, Besson," said the lady. "I am not prepared to deny the charge, neither am I prepared to discuss the pros and cons of the subject. You and I have been estranged for a long time, and for reasons which to both of us are very obvious. Our relations being strained, how could we speak to each other and behave to one another in any other way but that of cold forbearance?"

"You created the position, madam," replied the man. "I was always willing to be gentle with you, but you decided otherwise. I daresay that if you could you would hastily get a legal separation and cast me away. Your indictment against me, however, does not stand good before the law. If I have committed adultery, as you say I have did you find me *in flagrante delicto* in your own house? No, you did not. Well, then, in such a case, when the offender is a man, the law does not hold it criminal. If I were a woman, then the offense would be criminal to the highest degree and a valid reason for obtaining a legal separation. *Moi madame, oh c'est different.* But you,

you are only a woman; your place is to be humble and submissive, not to scold and upbraid your lord and master for actions which the law does not deem serious enough to punish or valid enough to grant a legal separation for. What have you to say to that, Madame Besson?"

"Oh, nothing," answered the lady. "I take no stock in unjust laws which directly antagonize pure justice. I am a law to myself, and know the depth of your sins"

"My sins! Oh, how sanctimonious you look just now. If I were as old as you are perhaps I might not be so subject to the snares of women, or if you were as young as I am, perhaps I might not—"

"Oh, stop your nonsense, please do!" broke in the lady. "I never find fault with what you do, and I acknowledge your right to do whatever you think is good for yourself; you are the best judge in the matter."

"Correct!" sneeringly retorted the man. "Keep to your own words and we shall have peace. I am going to Salins and shall not return before two or three days. The servant is just bringing out the sleigh. Goodbye, Madame Ferrier. God bless you," said he, with a bow.

"The same to you, M. Besson," said his wife, bowing to him in return.

[To be Continued.]

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## SHORT STUDIES IN POLITICAL ECONOMY.

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BY WILFRED P. BORLAND.

No. 10.

Rousseau truly said, "He who first enclosed a plot of ground and took it into his head to say 'this belongs to me,' and who found people simple enough to believe him, was the true founder of civil society." The immortal author of our Declaration of Independence, in pursuance of his ideal of a civil society which should be an improvement on those then existing, laid down the principle that "the earth belongs in usufruct to the living, the dead have no right or power over it." This principle Jefferson labored hard to have recognized in our constitution; but his effort was of no avail, and, in spite of the fact that we have always enjoyed greater political liberty than any other people on earth, our economic history has been no different from that of contemporaneous nations. In his "Labor Movement in America," Professor Richard T. Ely gives as the reason for the little strength of the trade-union movement in the early years of our history as a nation, the fact that our great extent of practically free land made workingmen independent and relieved them

from the necessity of combining to resist the encroachments of employers. Professor Ely's really valuable services to the labor movement would have been greatly enhanced, if he had pursued this line of thought to its logical termination. In the early years of our history our public domain was immense in extent, and the forces of monopoly were not yet strong enough to keep men away from the land. That fact gave us an approximation to the free competition of equal industrial units, thus making combinations unnecessary. When men are free to accept or reject conditions at will they need not enter into combinations to protect their natural rights. And they can only be free when their equal rights to the soil are recognized and protected. The quintessence of the evil in our present economic system is that it permits, and even compels the wealth created by some persons to flow into the possession of others, without those others having rendered an equivalent for it. All wealth is the product of labor applied to land, and each person is ethically entitled to enjoy the full product of his labor. These are self-evident truths, and their recognition in the economic system of society is an essential condition to the correct distribution of the wealth created by that society. The great German economist, Karl Marx, after an elaborate and exceedingly acute analysis of the capitalistic mode of production, by which he shows that the profits of the system consist of the surplus value created by the wage workers (that is, the difference between the value of what they produce and the value of what they receive as their wages for producing it), comes to the conclusion that all the instruments of labor should be common to all. The land, the tools of all kinds, the means of storing and transport would all appertain to society as a whole. The only things that would be private property are products intended for individual consumption, the tools that one can handle without the co-operation of others, or any mechanical aid—for instance, a needle or an ax—but under the proviso that none of these things would be made use of in order to produce for individual profit. Instead of individual production for profit we should have collective production for use, the results of this collective production to be placed at the disposal of consumers in general storehouses. How would the products thus created get afterwards into the hands of the consumer? or, upon what basis would the distribution of this collectively produced wealth be determined? It is at this point that the socialism of Marx and the old fantastic communism, summed up in the motto of Louis Blanc, "To each according to his needs, from each according to his powers," part company. Under the Marxian economy, consumption is to continue the same as it is to-day—personal, free, limited by the labor of each individual. The only difference being that capital would be sheared of its power to deduct, as its profits, a part of the results of production, thus permitting a more equitable distribution of the products of the collective industry, and allowing each person to retain in his own possession the full product of his labor. Marx's work has great scientific value, and, however one may differ with his conclusions, his great intellectual power and his great service to

the cause of humanity must be conceded. It is not my intention to enter into any criticism of socialism in this place, suffice to say that the end sought, *i. e.*, the equitable distribution of wealth, may be attained without the employment of such elaborate processes as it proposes bringing to its aid, and without sacrificing our individual initiative. Labor is the active factor in production. Capital, like land, is inert and has no power of creating wealth without bringing the active power of labor to its aid; and when the two factors, labor and capital, are combined, there is the further necessity that land must be used before wealth can be created. There is one very self-evident fact: the laborer is able to produce more than he consumes, else there never could have been any accumulation of wealth. It is this surplus, this difference between what the laborer consumes and what he produces, that has always awakened the cupidity of man and furnished the pretext for the exploitation of the laborer for the benefit of others besides himself in all ages of the world. One of the earliest and most deeply rooted sentiments of the human mind was that the land—the great mother of the human race—was the common heritage of all mankind, incapable of being reduced to personal and exclusive ownership. It took man long ages to progress away from that idea, and while it prevailed there was no way of securing the surplus product of the laborer except by appropriating his body and compelling him to work as a slave. Hence, we note slavery as a universal fact in the history of all people up till a comparatively modern period. It is very evident that the slave must be fed; he must be allowed to retain in his own possession sufficient of the product of his labor to maintain him in health and vigor. It is only what exceeded this that his owner could possibly appropriate to himself. The slave's consumption, then, that which was necessary for his subsistence, may be denominated his wages. But the slaves were troublesome; they were not sticks or stones, but human beings, and they sometimes entertained the foolish notion that they ought to be as free as their masters. When this notion became sufficiently developed, the slaves, in their blind ignorant fury, used to rebel against their masters, thus compelling the masters to call out the militia to slaughter a sufficient number of the slaves to furnish the survivors with an object lesson of their weakness, and terrorize them into subjection. These rebellions of the slaves became increasingly frequent and were a great source of worry to the masters because they were always attended with considerable loss of life and property, and entailed upon them the necessity of supporting a large military force for the purpose of overawing the slaves. Under these conditions, the masters were constrained to relinquish their personal rule over their slaves, granting them freedom of action with the stipulation that a certain fixed portion of the product of their labor should be rendered up to the masters as the price of such freedom. The slaves were of course grateful for the concession they had gained, and, under the inspiration of the new feeling of independence engendered by their limited liberty, they worked all the harder that they might add to their own share of their product, and thus accumulate wealth

This did not suit the masters (when slaves become rich they become independent) so the burdens of government were shifted from the shoulders of the masters onto those of the former slaves; they were oppressed by taxes of various kinds, which were so arranged as to absorb their accumulations and leave them, as before, just sufficient of the product of their labor to allow them to live. Finally, the masters came to see that, as it was necessary for the slaves to use land in order to create wealth, they might accomplish the same results by claiming ownership in the soil as by claiming ownership in the men, and, at the same time, relieve themselves of considerable trouble. Thus the idea of property in land gained currency, and the slaves were systematically expropriated from their rights to the soil. The process of transferring the titles to the soil from society into the hands of individuals was carried on with great vigor for more than two hundred years before it was completed to the satisfaction of the masters, and the idea of property in land became sufficiently fixed to be regarded as legitimate. The slaves then acquired a somewhat different status. The land was freed from the burdens of taxation as far as possible, and the slaves were permitted to use it upon the condition of paying rent to their masters for the privilege, the slaves having no rights in the land except as they purchased them from their masters. It was found that this plan enabled the masters to absorb the surplus wealth quite effectually; after paying their rent, supporting the government, and living, the slaves had nothing left. If, perchance, they did accumulate any surplus the masters either created a national debt or doctored the finances so as to absorb it and keep them in subjection. Driven to desperation by their poverty, the slaves have turned upon their masters with terrible fury at various times, here and there, and demanded freedom. At such times they have been quieted with a few loaves of bread to satisfy their immediate necessities, and have been granted larger political rights as a condition that they would only keep quiet and endure their sufferings like good citizens as they ought. They have even been granted the privilege of acquiring a direct interest in the state by purchasing their own property, and this process has advanced so far that the rights of the slave are regarded as co-extensive with those of the master in most modern nations. With the introduction of the steam engine and the advent of machinery, production took on new forms and the surplus created by the slaves was largely increased, so much so that their masters were rather perplexed for a time to know how to appropriate it all. But the difficulty did not last for long; the stock company was invented, and by reorganizing every little while, at which times the stock has been plentifully salted and then allowed to fill up with water to its full capacity, it has been rendered capable of absorbing the surplus product. And here we have the workingmen, to-day, granted all the rights of citizenship, declared to be an absolutely free man, guaranteed by our fundamental law immunity from oppression and tyranny, and yet, only able to retain in his own possession the same proportion of the

products of his industry as did the slaves of old—enough to maintain his existence. Strange travesty of freedom! The invariableness with which wages tend to approach the minimum necessary for the laborer's subsistence has caused the fact to be erected into a scientific dogma, accepted by political economists as an expression of the action of natural law, and denominated by Ricardo and others the point of natural wages, or "the natural price of labor." This is stated by Ricardo, as "that price which is necessary to enable the laborers, one with another, to subsist and perpetuate their race without either increase or diminution." This is now known as the "iron law of wages"—so named by the great socialist Lasalle—and it is all the standard political economy offers to the great body of laborers in exchange for the product of their labor. Is it any wonder that there should be a demand for a change in our economic system? With workingmen theoretically free, with the external pressure of brute force, which formerly compelled them to accept repugnant conditions, removed, how is it that they are still compelled to accept a bare subsistence as the price of their labor? The superficial answer to this question is that it is due to competition in the labor market. There is always a considerable body of laborers, called by Marx "the reserve army of capital," who are idle, and the fierce competition of these idle ones for a chance to earn the means of subsistence inevitably forces wages down to the lowest subsistence point. But, with boundless opportunities for labor on every hand, why should we have these idle ones? Ay, there's the rub? Why? indeed. This army of unemployed exists because it is shut out from the land. Those who own the capital also control the land; they are thus in a position to dictate their own terms to the laborer, which he must accept or starve. Let the principle of equal rights to land be proclaimed and enforced, and the laborer and capitalist are at once upon an equal footing in making a bargain. For land is just as necessary to the capitalist as it is to the laborer, and when the laborer is recognized as having the same right to the land as has the capitalist, he is in a position to demand and receive his just share of their joint product. The "reserve army of capital" must then disappear, as the laborer would always have the right of applying his labor to the land for the purpose of procuring his subsistence, and instead of, as now, being dependent on the capitalist employer for his means of living, he would then be dependent only on his own exertions. The great power which the capitalists now possess to beat down wages would be theirs no more. But, it is not only in the production of commodities that the capitalist is enabled to draw to himself the robber's share; having control of the medium by which products are exchanged, one with the other, he is able to manipulate their value after they are produced, so as to still further increase his share of the wealth produced, and reduce that which falls to the share of the laborer. Some considerations on value will next be in order, after which we shall present an exposition of a financial system which, with equal rights to the soil recognized, shall secure to the laborer the full product of his labor.



# MECHANICAL.

## PRACTICAL TALKS TO YOUNG ENGINEERS.

BY L. B. MOORE.

No. 6.

It is an accepted idea with the majority of engineers that the first oiling—before starting out on a trip—should be a heavy one; after that, at distances varying from twenty to thirty miles, engines should receive a lighter oiling. It is obvious that such a method of oiling is not only unnecessary, but extravagant, and is followed either from force of habit, or else the actual requirements of lubrication are not considered in the light of economical practice. Here is one instance in which the evil effects of example are plainly apparent. In your experience as a fireman, you probably recall the high estimate which you have placed on the ability of the engineer under whom you received your education, for there is always one, among all those whom we have fired for, that we pattern after as our ideal of excellence. His work was generally considered above the average; his engine was always in the best of condition; his running showed that he possessed good judgment and perceptive faculties of a high order, always anticipating bad conditions and ready to make the best of any contingency that might arise. You looked up to that man as superior to the average engineer, and decided to pattern your future after his work. Here is where you made a great mistake, as is always the case when we follow in the footsteps of others instead of reasoning out methods for ourselves and endeavoring to prove them by practice. This engineer's methods might have been excellent in many respects, but it is altogether likely that when he got his hands on an oil can he took a decided drop from his position as an ideal to pattern after. He said it was better to use more oil than was actually necessary than to run the risk of having the engine run hot. There is an element of caution in this idea, but it is essentially lacking in economical method. At the first oiling the quart can was emptied; after a run of twenty or thirty miles there was the same oiling, with the exception that the quantity was slightly reduced, and at the end of the run he had used between two and three quarts of oil, when, if the engine was in proper condition, not one-half of that amount was necessary. Any farmer who greases his wagon before hauling a load of wheat to town, knows that no more grease is required than will at all times cover the face of the axle; but many engineers carry the impression that engine bearings must be flooded. Why should the first oiling be the lightest? Be-

cause, after an engine has stood any length of time, if the packing above the bearings is loose and free from gum, there will be sufficient oil there to run a good distance without any further lubrication. It stands to reason that when the engine is standing the process of feeding does not stop, and the oil that has been put above the driving boxes, trucks, and eccentrics, has gradually fed down to the bearings, necessitating a very slight oiling to keep up the supply. There are other bearings, however, which are not supplied in this way, and great care should be given them. First, the wedges, while they require but little oil, it should be applied not less than once in thirty miles; a long spouted squirt-can is the best for oiling them, and don't neglect the inside face of the wedge, as is usually the case with young runners. The back wedges require special attention because of extra wear; the coal and dirt from the deck continually sifts down on them; a little waste placed at the top of the driving box, next the wedge, will prevent this to a certain extent. The link-blocks should be oiled once in fifty miles; always know that the oil-hole in the center of the block is clear, as it is liable to get stopped up unless it is slotted and packed. The front ends of main rods require but little oil, rocker-arms the same. Always consider the amount of friction on the bearings, and in oiling govern yourselves, not by the quantity used, but by the distance run, remembering that the greater the speed the more friction in a given length of time. There is nothing which causes an engineer greater anxiety than a hot pin. This rarely occurs from a lack of oil, but generally from a condition of the bearing on the pin surface; the butt end of main-rod being the bearing which causes the most trouble. If the bearing is close the heat expands the pin; if it is too loose it pounds hot. Always see that the brass can be moved on the pin in any position; if hot, take out the rod cup, put a little sulphur and valve oil in the strap, put on the cup and go ahead. You will not lose any babbitt if this is done. However, if the pins are properly kept up there is no danger. Always see that the plunger in the cup is working freely; under favorable conditions one cup of oil should run at least five hundred miles. If driving-box collars are properly packed the drivers need oiling but once in a hundred miles. Engine trucks should be oiled once in fifty miles because of greater friction consequent from the greater speed at which the truck wheels revolve; they being so much smaller than the drivers, the weight on them is also generally greater in proportion than it is on the drivers. It is not the extra expense of oil that causes extra expense in the care of your engine when you are at the end of your trip. You have probably noticed, in passing through the engine house, how much more oil is on the drivers, rods, and jackets of some engines than others. If you haven't, any wiper will tell you that so and so always brings his engine in covered with oil while the engineer on the opposite run brings his engine in comparatively clean. "Straws show which way the wind blows," and appearances indicate whether an engineer is extravagant or economical.

## CONCERNING WATER GLASSES.

BY WILFRED P. BORLAND.

Twenty years ago, if one had been asked: is the water glass a necessary safety attachment to the locomotive boiler? he might very properly have answered—No. At that time the water glass was regarded by many with a suspicious eye as a sort of a pesky thing that it wasn't safe to monkey with, while those who did hold a favorable opinion of water glasses considered them rather as articles of luxury or convenience than necessity. Now, however, the case is different. It may be safely said that there is not one engineer out of a hundred but now considers the water glass as a necessary attachment for the safe, economical and successful operation of the locomotive. It is a general rule that the long continued use of a luxury transforms it into a necessity; this rule will apply to the water glass as well as to many other things about the locomotive which have developed into necessities within quite recent years. The vast majority of the engineers of to-day have, as firemen, always been used to the water glass; its use has been an essential part of their education, and it is not too much to say that they would consider it decidedly unsafe to run a locomotive for any considerable length of time without one. Probably there are but few engineers who have not experienced a decidedly creepy and uncomfortable feeling upon being deprived of the water glass, even temporarily, and have felt decidedly unsafe until it was replaced. All this, too, is quite aside from the question of economy. In the past, economy was not considered an essential quality in the make-up of a successful engineer, or at least it was not so highly considered as now. But now an engineer must live up to a certain standard of economy or give mighty good reasons for his failure to do so if he expects to hold his job; and the water glass is a very necessary attachment for the best economy in running. In order to show the best results on the coal pile, the supply of water to the boiler must be regular and uniform with the amount drawn away in the shape of steam; any excess above what is needed to do the work is a source of waste. This is a well understood fact, and it is impossible for the engineer to regulate the supply of water intelligently and economically without the aid of a water glass. The fireman, also, must know where the water is at all times in order to fire as economically as he is expected to, and he cannot know this unless he has a water glass before his eyes. All in all, there are plenty of reasons which might be given to show that the exacting locomotive practice of the present day renders the water glass an absolutely necessary attachment, and we should expect the master mechanics of the country to be emphatic in their recognition of the fact. What must we think, then, of the following resolution which was adopted at their last convention without a dissenting vote?

*Resolved*, That while the Master Mechanics' Association regard the water

glass as a convenience and an additional precaution against low water, we do not regard it as an absolute necessity to the safe running of locomotives.

It may be interesting to note the debate which led up to the adoption of this resolution. The debate took place on the following conclusion which was offered to the convention by the committee on boiler attachments:

3d. Water gauge glasses are not a necessity, while same may be a convenience to engineers and firemen, and that when same are used they should be applied with automatic closing valves.

This drew out the following interesting discussion:

Mr. Sinclair: The committee expresses the opinion that gauge water glasses are not a necessity. In modern locomotive running they have been considered a necessity, and are so regarded on nearly all roads nowadays.

It is not only a convenience to engineers and firemen, but it is a means of better regulation of the water supply than can be done with the ordinary gauge cocks, and therefore the most advanced men in this line consider the water glass a necessity.

Mr. D. L. Barnes: I would like to subscribe to what Mr. Sinclair says. We had 25 engines come on to the elevated railroad in Chicago without water glasses. We had three burnt crown sheets right away, and on examining the men before the board we found that they claimed that the gauge cocks had an unusual sound. The board, being of a semi-scientific practical character, said that if a man could not tell by the sound of the gauge cocks for a dead certainty where the water was he ought not to be discharged, these being small boilers, while the men were accustomed to large boilers. Therefore we could not reprimand the men as we wanted to, but we had to put on water glasses.

Mr. Henderson: On the Norfolk & Western, several years ago, it was decided to omit the gauge glasses entirely. That was followed by a number of crown sheets coming down. After that we put on two glass tubes, one where the fireman could observe it, and since then there has been comparatively little trouble.

Such evidence as this would seem to show that the water glass was a necessity; when a man drops a crown sheet and it is decided not to discharge him for it because he did not have a water glass, it is a very plain admission that the water glass is a necessity.

Mr. Lewis: I have handled engines on roads where it was all the engine could do to make a run of 200 miles and be able to haul a train at all. As soon as the engine was working to its full capacity it would throw a spray of water out of the stack. The moment the throttle was shut off the water went out of sight. The water gauge is not only a safeguard against the burning of the engine, but it enables the engineer to work an engine to better advantage. I would very much dislike to have this association take the stand that the water glass is not necessary, because I think there are localities where it is an absolute necessity.

Mr. Gillis: We have two water glasses on most of our engines, one for the fireman and one for the engineer, and it struck me at first that it was a little unnecessary to have those two glasses; but I was told that it was very necessary to have two glasses, so that in case anything should happen—if the fireman should be hurt—you would have some excuse that he had a gauge which he could see; he was not dependent on the engineer at all. I took that as all right. I investigated the thing a little further. I did not find a single water glass on 40 engines which I examined, on the fireman's end of the boiler, that was in working order. They were all stopped up. Most of them had the glass broken. I found that some of the firemen talked very forcibly about that glass. They didn't want it there, they said; they might be shoveling coal into

the furnace and the glass might break, and they would be scalded. I have no objection to the water glass, but I don't think we want too many of them on the engine. I think it would be a good idea for a master mechanic to find out just how many of his water glasses are operating, especially if he has bad water.

Mr. Lewis: The statement made by Mr. Gillis, that he had found on 40 engines nearly all the water glasses inoperative, does not seem to me to be anything against the water glass. This is a question of discipline on the part of the officers who are responsible for it. I find no difficulty in keeping the water glasses in proper working order. In the examination of our men before promotion we question them about the water glass and we explain to them the necessity of noticing the water in the glass to determine whether or not the cocks are obstructed, and that it is an important matter at all times to observe the motion of the water in the tank. I am satisfied that I can get better results from an engine with the water glass than I can from the gauge cocks.

Mr. Macbeth: It was not the intention of the committee to recommend doing away with water glasses. The water glass is a good thing if it is taken care of. If it is not taken care of, it is a very dangerous article. That has been decided by the courts.

Mr. Sprague: It would be taking a step backward to remove the water glasses. The engineer ought to have every chance to watch the water in his boiler. When I was on a railroad I found that the glasses we used would stand about so long, and I found by changing them in a certain length of time—I think six months—that I hardly ever had one break on the road. I changed them regularly at that time, whether they broke or not.

Mr. R. C. Blackall: I have been connected with the road I am now on for thirty years; we have in the neighborhood of 400 locomotives, and during all that time we have used no water glasses, and I cannot see the necessity for them.

Mr. Setchel: We ought not to put ourselves on record as saying that it was impossible to run a locomotive without water glasses; I have run a locomotive a great many years without water glasses, and there are a great many roads that will not use them at all. But to say that they are not a convenience and an additional safeguard to the engineer, I think would also be a mistake. They are a safeguard, and if the engineer will only take care of his water glass and his gauge cocks he will have double protection for the prevention of low water. On a great many locomotives that are being built now the fireman is removed from the engineer and it is a great help in firing the engines for the fireman to have a water glass. I do not know but that a good water glass will enable the fireman, if he pays strict attention, to save pretty nearly as much fuel as a compound engine.

To an unprejudiced observer it would seem as though the ayes had it; there are no good reasons here given why the water glass should not be regarded as a necessity, and if the convention's action had been determined solely by the merits of the case, there is no doubt that the question would have been decided differently. But the master mechanics were not there to decide the case upon its merits; there was something else to be considered, as the following will show:

Mr. Clark: I do not think this association should put itself on record that it is absolutely necessary to have a water glass put on a locomotive. I attended a lawsuit recently in Buffalo, where an engine had exploded, killing the engineer and fireman. The case was that there was no water glass and no fusible plug in the firebox. A number of master mechanics were there from different roads to testify, and it was finally decided that the water glasses were not necessary. If we put ourselves on record that the water glass is absolutely necessary there will be some suits based upon that.

Of course that put an entirely different face upon the matter; it

is certainly not conceivable that the master mechanics should in-dorse anything as a necessity with the terrible possibility that their action might furnish the basis for a damage suit against a railroad company staring them in the face. The idea of some poor engineer's widow and orphans being able to collect five thousand dollars from a railroad company that was too penurious to furnish water glasses, because they had said water glasses were a necessity, was too serious to be entertained by the master mechanics, so they were compelled to decide the question from its legal aspect rather than its scientific. It is true that one of the master mechanics spoke right out in meeting as follows:

Mr. Sprague: I would like to say one word in regard to the legal aspect of the thing. It has raised in my mind the question whether we are here to give our best judgment as to what is proper and safe for locomotive practice, or whether we are here to evade legal obligations—whether we are here to advance the interests of the locomotive or whether we are here to “whip the devil around a stump” and avoid lawsuits. I do not think that ought to be taken into consideration. If we are satisfied that a thing is an advantage to the locomotive, we ought to advocate it regardless of lawsuits.

But his words had no effect, and the resolution as given above was adopted. Let no one suppose that the master mechanics have any intention of giving up the use of the water glass; it will continue to be regarded as not only a convenience, but an absolute necessity for the proper management of a locomotive under the exacting conditions that prevail on most modern railroads. But, if a man happens to get blown into the great hereafter because the locomotive that went up with him was minus a water glass, the fact will not furnish a basis for a damage suit against the railroad company, for the master mechanics have said that the water glass was not a necessity. That is really all the resolution means; the scientific aspects of the case are made subservient to its legal aspects. In olden days men used to cut their science to fit the dogmas of the church; in these days it seems as though they cut it to fit the possibilities of a lawsuit.

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## AN INTERESTING POINT.

BY THOS. PRAY, JR.

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An educated and refined woman, in a recent personal letter to me, uses this curious expression: “without superfluous money,” (you will wonder when it becomes superfluous) and it is a wonder to the writer when some of the things of this life do really become superfluous, but there exist many exceptions to the so-called rules, and it is perhaps one of the exceptions that the writer does not accept the excuses that men so commonly give for not getting up in life. Let

us talk it over,—some of the excuses that have come to me on the question of why the readers of the LOCOMOTIVE FIREMEN'S MAGAZINE don't chip in more.

"The seniority rule," and the fact that "practice has made the boys all lose interest in fitting themselves for anything better," "because" it "will come our way when it is time," and then follows the old and oft told story, "it is no use to study," for there are so many now in it; this and other are the regulation excuses.

When the woman wrote "that superfluous money was not an essential to a happy life" in the home circle, she did not say precisely what she intended to have me understand, and so it was indefinite, although it was my version of her meaning; and when a man says that it is of no use to study and no use to know something, he does not say what he means or thinks, and if he does so, then he is a poor stick and is sure to remain in exactly the same position in life that he now occupies, for the men who run railroads are not fools, and when they want a choice of men for some position, they are not foolish enough to select a man who has neither pluck nor ambition, but they are sure to pick one who has horse sense, and if that is made an apparent fact in any other way than by the use of brains, that have had some advantage in thought or study, will some one please rise out of his silence and make it clear to us in what way a man can get either experience or proficiency, unless he uses his "old brain tank" now and then in his work.

If a division superintendent wants a man to set up a peg higher, does he look for the most ignorant one on the division? or does he look around and take some fellow that does not hang back, but who does occasionally have an idea of his own? The men who run railroads have now and then streaks of sense in their movements, and they do not want, or use, the poorest timber to be found, and such an idea is implied when the usual excuses are tolerated.

But when my woman friend wrote that letter she had a very positive idea that it was not an "inalienable association" that much money was absolutely connected with a happy home, and it was also her intention to say by intimation that if the will existed on the part of both parties, that it was not only possible, but certain, that with a reasonable amount of money and some good sense, it was quite as possible to have a cosy home, and one in which refinement should not be a stranger, with a rational amount of money; and in this way she showed that she was a "womanly woman," as well as that she had ideas of her own. And in this same connection it is true that the excuses for not aspiring higher are as lame as it is possible to make them, and if a man has been stirred by a genuine healthy ambition, it is an easy matter to make him into a different man, to put him into a different place, and all without losing his fondness for the old life, with the exception that he must put out of his old life some of the old drawbacks, such as not studying and not trying. If a man is to step down and out because some other fellow is his competitor, then on no account would any one be successful,

but if a man goes into the fight with a will, then he would come out somewhere, while if he never went in at all he would not come out, and so on general principles, if a man won't try, no one on earth can help him to climb.

A man is what he makes himself to a far greater extent than is usually believed.

#### CURIOSITIES OF "TECHNICAL JOURNALISM."

One of our number has sent to me of late an article on the "Expenditure of Heat in the Cylinder of the Engine," and the space occupied upon the matter was only two columns, and it had neither head nor point, and no reference was made to the proper authority on the subject. If our readers have the Rankine works, it can be found in forty words, and in a perfectly reliable form. The rule is as follows, exactly: Using dry saturated steam, "the initial pressure, multiplied by the ratio of expansion minus the seventeenth-sixteenth power, is equal to the terminal pressure," but while the rule is O. K., where do we give any locomotive "dry saturated steam" to work on? and then we can apply the rule.

The assertion is all right, but the application and the "beautiful mathematics," so nice in the demonstration, is as much out of place as a bull in a crockery shop, for the exceedingly good and common sense rule that we do not work what Rankine calls "dry saturated steam," and it is no use to apply a rule that won't work, and while we have a certain respect for a mathematician, we don't like the way he uses his learning when it is a deliberate walking out of his way to apply his reasoning to a state of things that don't exist, for a rule is not useable unless the state of affairs to which it is applied is in use, and although our reader was misled to the extent of the prattle of the newspaper man, it is a way that won't work either in common sense or in actual practice.

Moderately moist steam is what we use in almost all our work, and Rankine has simplified that into what most of our readers already know, and that is correct, to so small a per centage, that we may use it and rely on it.

"Divide the initial pressure by the ratio of expansion"—that is all there is to what the man undertook to show, and in his attempt he showed what he didn't know.

This is what puzzles so many in their excuses from trying to learn; it is the ignorance of what a man who has not had any chance at an education, wants to learn; and this is not understood by any one who has not had some experience in actual contact with these men; and the men, necessarily turning to such fellows, find no instruction in terms which are understandable to them, and so it is an equally misunderstood matter, neither side comprehending the other, and so the conundrum remains in "in stater kwo," and is likely to do so.

#### ACCURACY OF COMPUTATION.

In a recent article for the use and reference of workingmen, the



writer noticed some statements of which he had and has serious doubts, and so from one of Prof. Rankine's works has copied the limits of accuracy on what all our readers have at some time or other had to deal with. The usual application by the dudes is that it is necessary to use long decimals, or those having many places, and this is another of the bugbears we have to explode for each class to whom it is needed to teach the facts. We all have to deal with the circumference of the circle, and as the ratio of the circumference to the diameter is not capable of being accurately computed, it has been the source of argument without either sense or end, and as it contains a difference that is known to be there or "an error to be neglected," we can refer to it as known to be in error, and to what an extent, is now to be determined. If we use different values of the number of decimals, only with reference to what amount of error or correctness they will afford, it will be profitable to study them with regard to their future use in the work of actual life.

The ratio of diameter to the circumference is usually said to be as 22 is to 7 so is the circumference to the diameter, and this is correct with plus 1 in 2,500; and if we use the not so usually expressed factor "as 377 is to 120," and the error is reduced to 1 in 40,000 and is plus still, the older and more used, as 355 to 113, and the error is reduced to 1 in 13,000,000 and is still plus; and either of these amounts are ready to use at any time and with no college or other fitting but to refer to the so much used ratio of 3.1415926536 and we have an error of 1 in about 300,000,000 and it still remains on the plus side, or it is, if exactly computed, slightly more than the fact result, but it is so near that no measuring instrument has yet been constructed that will or can measure it. It must be noticed that in the last amount used we find ten places of decimal.

To reduce these to six places of decimal, and we have as 3.141593 is &c., and we have a result that is one nine-millionth too large, or still plus in its error; and if we are to drop off another decimal or two and say as 3.1416 is &c., and we have an error of one in about 400,000, and still plus, so that is really necessary for any one to stop very frequently and examine into the correctness of the figures stated by anyone in order to ascertain what is to be the factor of correctness in the results, and it does not call for any high order of education to do this, but it does require a good amount of common or uncommon good sense to find out where the reliability comes in on such statements as are so frequently put into print, particularly for "engineers and firemen" with an especial view of "educating them," while as a rule it is only in too many cases misleading, unreliable and worthless to the men it is said to be intended for.

The especial instances of such matters are entirely too many for the writer's time or the space at his service in the MAGAZINE, and the space is also capable of doing better service for the men who own or pay for it, but these especial instances are called to their attention to show what is being done, and the results of the attempts.

Only a few days ago the attention was led to an article by a man

who claims to have been at some time in his life "an engineer." He is now in editorial service, and satirical often, and he stated in a recent issue that by his computations a difference of 270 h. p. was an impossibility, when in his own figures he had made a blunder of four inches in the diameter of the high pressure cylinders of an engine under discussion, yet he condemned it, and then swore at the man who showed him "the hole he had fallen into."

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## RUNNING BY AIR PRESSURE.

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BY WILLIAM WEILER.

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I am highly gratified to see by the advance sheets of the September MAGAZINE that so many of the brothers have taken an interest in the question I asked in the July number about running a locomotive a mile without fire, steam or water in her, and that they have evinced their interest by sending in the correct answer, expressed in their own way, and with more or less particularity as to details of arrangement on the cold engine while being towed out to the place of trial. I asked the same question, and a few additional ones, in the columns of a so-called higher class journal, over thirteen years ago, and it remained unanswered for so long that for shame's sake, and to save the credit of the organization, I assumed another *nom de plume*, and with the full sanction of the editor of said journal, answered my own question. It was, therefore, with some misgivings about the result that I revived this old question, but I felt sure that few, if any, of our readers had ever seen it in print, and thought I would try the mettle of this "lower" organization to see whether they dare tackle a question which appeared to "stump" the other order, and as a result I am agreeably disappointed in having three such good and intelligent answers as I find in the September MAGAZINE, and it rather revives my hope of our order to find that we have men in our ranks who have pluck and audacity to take hold of this question, under the circumstances attending its previous appearance.

In noting the answers given by the brothers, I find that they all agree on having the cold engine in the reverse motion to the one in which she is being towed, but Bro. Edwards says nothing about opening the throttle to give the air a chance to go where it is wanted, although it seems to have been his idea that the air should pass into the boiler, which is certainly correct, but in order to let it go there you have to open the throttle. Bro. McNaught thinks he would run with the cylinder cocks open, but while it is usual to open the cylinder cocks in reversing, it would not be good policy to open them when it is desired to use the cylinders as an air pump; for, while

it is true that they would admit air to the cylinder while the piston was moving in one direction, it would be equally true that they would let the air escape again on the return stroke of the piston, and while you would be pumping air all the time you would not be able to get any, or at least but very little of it, into the boiler. To get the full benefit of the air pump action of reversing the motion while being towed, it would be necessary to simply open the throttle after reversing. The air would then be drawn from the stack through the exhaust nozzles and the exhaust cavity of the valve into the cylinder, and at the return stroke this air would find that the valve had closed the way by which it entered, and opened another passage for it into the steam chest, and from there to the steam pipe and into the boiler.

Bro. McNaught would like to know something about the distance it would be necessary to tow an engine to get pressure enough to run her a mile or two by air pressure. This would, of course, depend largely upon the size of the boiler and the relative size of the cylinders; but let us for the purpose of illustration and study, assume that we have a boiler  $4\frac{1}{2}$  ft. in diameter with say 180 tubes or flues, each  $11\frac{1}{2}$  ft. long, and that the flues take up enough of the space in the boiler to equal the space around the fire box and over the crown sheet. We would thus, for the purpose of our study, have a space  $4\frac{1}{2}$  by  $11\frac{1}{2}$  ft.; and as a circle  $4\frac{1}{2}$  ft. in diameter gives us an area of 15.9 ft., we find that this multiplied by the  $11\frac{1}{2}$  ft. of length would give us 182.85 ft., or nearly 183 cubic ft. as the measure of contents of the boiler. (I have never seen any calculation on the contents of a boiler, but think that this is not very far from the average size boiler.) Now, if we assume that we have 18 inch cylinders, with 24 inch stroke, we find we have an area of 1.76 ft., which multiplied by 2 ft. would give us a little over  $3\frac{1}{2}$  cubic ft. as the capacity of the cylinder, and as each cylinder would be filled twice for each revolution of the wheel, we would have 4 times  $3\frac{1}{2}$  ft., or 14 cubic ft. for each revolution of the wheel in theory, but as you could not get the full length of the stroke to force air on account of the closing of the valve, and as some would also leak around, it may be best not to assume more than 10 cubic ft. for each revolution of the wheel, and it would thus take about eighteen revolutions of the wheel to fill the boiler once. In order to get pressure from air, the boiler would have to be filled till it contained a number of atmospheres, each one adding about fourteen pounds to the pressure. Now, let us suppose that the boiler is entirely empty, not having even air in it, and let her be supposed to be in tow. At the moment she is reversed the air is beginning to be pumped in, but as we have supposed a vacuum in the boiler, the first eighteen revolutions would simply put in enough air to balance the pressure of the outside air, and would not show on the steam gauge, as that is adjusted so as to show only the pressure above the atmosphere. By the next eighteen revolutions we pump in another atmosphere, and the gauge would then show about 14 pounds, and from this time on each eighteen revolutions would add 14 pounds to the pressure.

A 6 ft. wheel would revolve about 280 times to the mile, or  $15\frac{1}{2}$  times 18, and would thus put into the boiler  $15\frac{1}{2}$  atmospheres of 14 pounds each during a mile of pumping, and should show about 203 pounds on the steam gauge at the end of the mile, provided that her tow had power enough to overcome the force that her pistons would require to keep on putting air in against the pressure then in the boiler. A smaller wheel would make more revolutions to the mile, and would accumulate the pressure in a proportionately less distance. With over 200 pounds of pressure it is safe to say there would be no difficulty in running a locomotive several miles instead of simply one, as Holly agreed. It is to be presumed that he did not get 200 pounds of pressure on his machine, as it would have been an impossibility for the other engine to tow his cold one far enough to pump in that amount of pressure.

I said before that this might be regarded as simply a puzzle, with no practical application, but I did make use of the principle some time ago, and found it to save me quite a lot of work. While hostlering a number of years ago, before injectors were brought to the state of perfection they have obtained now, we had some very poor ones, and often found that the best way we could think of to get water into the boiler, was to take the locomotive out on a side track and fill her by using the pump. We done this one day, but when I tried to get on the turntable up a little grade I found I could not make it for lack of steam. I tried the other side of the table where the grade was not so steep, with no better luck; and the question then was how to get that "consolidation" into the roundhouse without either getting up more steam or using pinch-bars. Another engine stood handy with plenty of steam, so we got her and coupling her up to our dead one and placed the dead one on the table with the live one, and while doing so I had my helper put the "consolidation" in reverse gear, with the throttle open, and watch the gauge. The space over the water being limited pressure ran up fast, and my helper showed by his hands that every turn of the wheel seemed to add 10 pounds to the pressure, and before we got to the table we had 40 pounds of pressure, which enabled us to run her into the roundhouse without further trouble. Now, which was the best; knowing how to do it and using the knowledge, or taking it out in hard work for myself and helper, and expense to the company?

#### MOVEMENT OF THE WHEEL.

Mr. McNaught would like to know something about the distance a spot on the outer edge of a 5 ft. wheel will travel in a given travel. A spot on the edge of a rolling wheel will not describe a circle, as it would if it was simply wheel revolving on an axis, nor does it describe an arc of a true circle. The different points of a rolling wheel describe curves either more springy than a true circle, and then called parabolic curves, or they are flatter than a circle and are then called hyperbolic curves. The curve described by the spot on the edge of the wheel belongs to the former class, being broader at the top than a

true circle would be. There are a number of elaborate rules to calculate the distance of these curves, but for all ordinary purposes it will be near enough to say that a spot on the edge of a wheel will travel four times its diameter in each revolution of the wheel. Take the 5 ft. wheel and say the spot is down at the rail, and roll it along on the rail till the spot touches the rail again. The spot will then be a little over 15 ft. in a straight line from the place it started from but in coming to this place it was at one time 5 ft. above the rail and thus made a detour of that distance and returned to the straight line. If the spot had been obliged to travel straight lines it would be self evident that it would have to travel 10 ft. further, five out and five back, but as it "cut across lots" in its travel it shortens the distance, and by actual measurement (with small wheels) the distance really traveled by the spot will be found to be a fraction over 20 ft., and hence it will be safe to say that a spot on the edge of a 5 ft. wheel travels a curve of a little over 20 ft. in making one revolution on the rail and being then a little over 15 ft. from the place of starting, and that this rule will hold good for any size wheel.

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### CLINKERS.

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It is really remarkable how quickly these young fellows become familiar with all the ins and outs of railroading; nine out of ten of them are able to give extremely valuable pointers to the old timers, from the general manager down, after six months' experience as a fireman or brakeman.

If one is after pointers concerning the proper way to conduct the business of railroading, I don't know where he could get more of them in a given time than by attending one of those informal gatherings of firemen and brakemen, which are in continuous session at every division headquarters in the country.

The distinguishing feature of these gatherings is that they are composed mostly of the callow youths of the service, who confine themselves to the discussion of but one order of business, namely: How can we bring the old timers and our general officers to a realization of the fact that they are blockheads, and thus improve the service for the benefit of all?

The ideas advanced are sometimes original, and always startling, and it never seems to occur to the debaters to ask themselves how the old timers have managed to hold their jobs so long without getting acquainted with them and demonstrating their practicability; of course the old timers haven't had the chance to learn much about railroading, and can't be expected to know.

It is a singular fact, that as fast as these youthful critics gain experience and approach the time when they may have a chance to put their vehemently expressed ideas in practice, they forget all about them and join the ranks of the despised old timers, to be in their turn the blockheads of the service.

Ignorant criticism is always to be avoided, and those who so freely criticise the methods of the old timers should first be sure that they know all the facts; there is many a little coolness now existing between engineers and firemen that might have been entirely avoided by becoming acquainted with all the facts before speaking.

Sentiment, now-a-days at least, don't cut much of a figure in rail-roading, and the old timer is generally a man who knows his duty and is competent to perform it, else he wouldn't be able to hold his job; he may have some odd notions about certain things, but they are notions which he has gained by experience, and investigation will show that he can nearly always give good reasons for them.

Before passing judgment on the acts of their engineers, firemen would do well to try and find out the reason for these acts; it may be that the engineer has excellent reasons to back him which the fireman knows nothing about, and he will nearly always be found ready to give those reasons if asked for them in a courteous manner. At any rate, never criticise adversely until you know what you are talking about.

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## MECHANICAL MISCELLANY.

"I HAVE just been figuring up what it will cost me to have an invention patented throughout the world," said a young Kansas City inventor, "and-I have found out. It will take a fortune. There are on this mundane sphere sixty-four governments that run departments devoted to fleecing the poor inventor, and pretend to give his idea protection. Sixteen of these sharks are to be found in Europe, eight in Africa, four in Asia, twenty-seven are on the two continents of America, and nine are in Oceanica. Of course, the charges differ in every case; some are comparatively small, others are not so small. In the aggregate they average about \$227.35 each, or \$14,550. That's a pretty sum for a man to spend to keep an idea from being stolen, isn't it?"—*National Car and Locomotive Builder*.

CALIFORNIA redwood has several characteristics that make it a remarkably good lumber for car building. It is the only wood known which will neither shrink nor swell on exposure to the weather after being thoroughly seasoned. Tests have been repeatedly made by immersing redwood in water for days, and it was in no case perceptibly changed. This makes it an excellent wood for window sashes and other parts which cause inconvenience and annoyance by shrinkage or swelling. Another point it burns slowly.—*Loco. Engineering*

How THE record of railroad wrecks goes on. Wrecks come about, if we could believe the reports, because men are careless.—*American Machinist*.

THE Pennsylvania Co. have changed their new compound from oil back to a coal burner. She will soon be tried on the New York division, where her seven foot legs ought to make some show at the world's record.—*Locomotive Engineering*.

It is interesting to note that the fast express locomotive on the Lake Shore Railroad which draws the 20 hour Chicago flyer has practically no lead at all on the slide valves of the engine. In full gear the lead is one-sixty-fourth of one inch. For an engine that runs at the rate of fifty miles an hour, this seems anomalous.—*The Engineer*.

RECENT tests of armor plate by the Government appear to demonstrate that American manufacturers are making, if not the best in the world, at least that which is not surpassed. Such plate costs the Government \$575 per ton, and it would appear that it costs \$30,000 to \$40,000 to test a lot, making it an expensive luxury.—*American Machinist*.

The Schenectady locomotives, one compound, one simple, in use on the New York division of the Pennsylvania railroad, are equipped with Leach sanding devices, and are favorites with the men. They say they use less than one-third the amount of sand the other engines do, but it gets to the right spot at the right time, especially on the start.—*Locomotive Engineering*.

THE Shaw four-cylinder locomotive has recently been overhauled at the Baldwin shops and put in condition to run. It was claimed that one fault prevented her from properly showing her speed—a small dry pipe. A new 8-inch pipe has been put in, and it is hoped that this will deliver all the steam that four ten-inch cylinders can use.—*Locomotive Engineering*.

ECCENTRIC keys should be put in solidly and good at first, if never afterward. Some new engines were recently sent west by one of our big works with offset keys clumsily supplemented by strips of iron. Manufacturers should turn out work that is right. The roundhouse gang can be depended upon to do all the cobbling necessary.—*Locomotive Engineering*.

Some idea of what it would cost the United States to keep up with European nations in the way of naval matters may be had from the fact that the French Government will put under construction in 1894 thirty-two vessels, from those of 11,000 tons armed with 11.8 inch guns to torpedo boats, and having speeds of sixteen to thirty knots. It is throwing away a good deal of money, but then it is modern civilization.—*American Machinist*.

THE following questions that are to come before the Master Mechanics at their next convention are worth the consideration of inventors and manufacturers:

Devices to facilitate the oiling of fast passenger engines when on long, continuous runs; and effective cylinder lubrication with high pressure steam.

Special shop tools, either hand, power, pneumatic or electric, applied or applicable to locomotive manufacture and repair.—*American Machinist*.

THE mechanical department of the Chicago & Alton are preparing drawings for a class of heavy engine adapted for the hard work to be done on the steep grades of the western divisions. The engines will be ten wheelers, suitable for freight or passenger service. The cylinders will be 19x26 inches, and the boiler will be made large enough to supply steam freely under the most severe conditions of service. About ten of the engines will be contracted for as soon as the drawings are ready.—*Locomotive Engineering*.

CALIFORNIA redwood has several characteristics that make it a remarkably good lumber for car building. It is the only wood known which will neither shrink nor swell on exposure to the weather after being thoroughly seasoned. Tests have been repeatedly made by immersing redwood in water for days, and it was in no case perceptibly changed. This makes it an excellent wood for window sashes and other parts which cause inconvenience and annoyance by shrinkage or swelling. Another good point about redwood is that it burns very slowly.—*Locomotive Engineering*.

H. Walter Webb, third vice president of the New York Central & Hudson River railroad, has issued an order removing all restrictions to the hauling of cars equipped with the New York air brake and making no difference between that and the Westinghouse. This order is said to have been decided upon after the result of the recent 50-car train test on the Central, in which no practical difference was found in the action of the two brakes, either in trains of their own or when mixed together. This will probably settle a good many little disputes on this question now occupying attention in different parts of the country.—*Locomotive Engineering*.

Those presumably familiar with the matter cite the New York Postoffice as an example tending to show that government employes do not always have easy jobs and big pay. We have before this referred to what we believe from observation to be true, viz., the rather excessive hard work to which the letter carriers are subjected in New York, and not only this, but the advantage sought to be taken of them in the way of withholding pay for overtime. Now we are told that in many instances the clerks are overworked, and not only that, but rather poorly paid. There is no reason in the world why all government employes should not do a fair day's work at current pay, but there is no good reason why they should fare considerably worse in regard to both than the average employes of private parties or firms.—*American Machinist*.

EXPERIMENTS made at Glasgow, Scotland, with lap-welded steam pipes show only a slight difference in the matter of strength between solid plate and the weld. A flange about  $2\frac{1}{2}$  inches thick was screwed on to each end of the pipe to be tested, a recess being cut in this flange, into which the pipe was fitted to form a thoroughly water tight joint. To these flanges again there were fixed blind flanges with close pitched bolts; into one of these blind flanges the pipe from the test pump was screwed, and in the other blind flange a small hole was bored close to the top of the pipe, so that air could be discharged from the water in the pipe before the bursting pressure was applied, the hole being afterward closed up. One pipe of  $11\frac{1}{4}$  inches bore  $13\frac{3}{4}$  of an inch thick, burst under a pressure of 3,100 pounds; and a pipe of 8 inches bore and  $\frac{1}{4}$  of an inch thick burst at 2,800 pounds pressure. Test pieces cut from ordinary stock pipes were broken both when hot and cold—the results showing that there was no difference in strength between the hot and cold pipes.—*The Engineer*.



# WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER, STANFORD UNIVERSITY.

## THE SUMMER'S OUTING.

CHAUTAUQUA, August, 1893.

In whatever direction I start for a summer's trip, I am almost sure to find this delightful place before my wanderings are ended. Appealing to the intellectual as well as the physical senses, age cannot wither nor custom stale its infinite variety. One finds here water and woods and hills, and, in the very best form, rest and recreation for both body and mind. In extended travel I have never found air more delicious, water more beneficial or climate more conducive to health. One gets here the sleep of the just, whether his merits deserve it or not. He may be as idle and useless as he chooses, luxuriating in nature's beneficence and revelling in the *dolce far niente*; and then some morning, when he awakes and finds he has been born again and that all the languor and lassitude have been spirited away and he begins to take an interest in the things of the world, lo, all that the mind could conceive or the heart desire is at his command. Does he want music? It peals forth from the organ and the hundreds of trained voices, and is interpreted by masters on the piano and violin. Does he care for art? It is here for the seeking, in its many varied and beautiful forms. Would he study the languages, the sciences, any branch of the learning? He has only to knock at the door of the College of Liberal Arts with its corps of distinguished professors. Or does he belong to that aristocracy which prefers to receive through lectures the results of others' labors? He may choose from the best the world has to offer, which has brought its perfected fruits to Chautauqua. The religious find here an atmosphere of pure delight, of sermons, of Bible study, of sacred music; while the agnostic may revel in an atmosphere of the æsthetic and the transcendental. The sentimentalist may swing in a hammock down by the murmuring waves and read Browning all the long summer day; while the athlete rows and swings and bowls and bicycles from early morn till dewy eve. They do not ask your opinions, watch your actions or criticise your methods at Chautauqua, and you find here that same freedom which obtains in a large city, where the people are too numerous and too busy to concern themselves with any one individual.

The present has witnessed more improvements than any previous season. The amphitheatre, around which are clustered so many

pleasant associations, has been replaced with another, much larger, handsomer and more convenient. It is thirty feet in diameter larger than the old one and is 185 feet long and 160 feet wide, with a seating capacity of 10,000. The roof is supported by steel columns bearing bridge trusses; the seats rise in concentric tiers, facing the great organ and the choir of several hundred seats. On the platform, where have stood the noted speakers of two continents, is a handsome desk made of olive wood from Jerusalem. Opening out on the ravine, spanned by the well-remembered rustic bridge, are reception rooms, offices, piazzas, etc. The sides of the building are left open, as of old, and surrounded by magnificent trees, through which gleam the blue waters of the lake, and at night the whole is brilliantly illuminated by arches of electric lights. The amphitheatre cost about \$25,000, and is probably the largest of the kind in the world.

Chautauqua claims to be almost perfect from a sanitary standpoint. During the past year an entire new sewerage system has been introduced, costing over \$35,000, and said to be the most complete of the kind in the United States. The depth of the main lines is about sixteen feet and there are seven miles of sewers. A thoroughly scientific method is employed, the sewage is disinfected and precipitated by chemicals, the precipitate is pressed into blocks and carted away, and the remainder, transformed into perfectly pure water, flows into the lake. This is said to be the best sewerage system ever yet devised and solves a vital question, for one would hesitate to live even in Arcadia if there were defects in the sewers. Chautauqua obtains her water out of the depths of the lake, 300 feet from the shore. During the past year several miles of cement walks have been laid, new parks have been made, new fountains placed, a new electric power house built and altogether, nearly \$100,000 of improvements have been made. Many new and beautiful cottages have been built and there are few watering places which number so many permanent summer homes.

Mr. Lewis Miller, of Akron, O., the originator of the famous Chautauqua Assembly, still continues as President of the Board of Trustees; W. A. Duncan, of Syracuse, N. Y., has been for the past ten years its most efficient Secretary. Chancellor John H. Vincent, who is so inseparably connected with the institution, is now a Bishop in the Methodist church, and this season was obliged to be in Europe. His place, however, is acceptably filled by his son, the Vice Chancellor, George E. Vincent. Dr. W. R. Harper, the distinguished President of Chicago University, is Principal of the College of Liberal Arts, which owes its world-wide reputation to his commanding ability.

Everybody who is able to take a summer's outing should spend one season at Chautauqua, and, having spent one, he will desire to return again and again.

In speaking of Chautauqua we are apt to think only of the Assembly Grounds, but the lake is surrounded by lovely summer re-

sorts, fine hotels, handsome cottages, club houses and picturesque white tents in cosy nooks. Here, as elsewhere, the present season is very dull. The great World's Fair has attracted the major portion who are able to leave home, and the precarious financial conditions have made it necessary for hundreds to remain at home and practice the strictest economy. It always detracts from my enjoyment of travel to think of the many who must toil without respite all the weary year. History does not record a time when these inequalities did not exist, and there is no reason to hope that all men will ever be equal in the possession of worldly goods. There is, however, a consolation in the fact that in no country in the world are the opportunities for all so nearly equal as in our own. Here there is at least a chance for the poor and humble. The father and mother can say, "Well, there may be nothing for us but toil and poverty, but we will educate our children and prepare them to make something better out of life than we have been able to do." Many, perhaps it is not too much to say the large majority, of the people in the United States who are in comfortable circumstances, are only one or two generations removed from poor and obscure ancestors. The most sacred duty that we owe to our children is to do all that lies in our power to prepare them for a more successful and prosperous life than we ourselves have been enabled to secure. It rests with us to see that they are properly equipped, the rest they must do for themselves; and the one thing above all others for parents to bear in mind is that the foundation of this equipment is an education. The successful men and women of the future must be educated. The day when ignorance can succeed is passing away.

I wish it were possible for every tired man and woman to have a vacation, even though it were a brief one. It has a wonderfully beneficial effect and sends us home with renewed courage to take up the duties once more. The very things and the very people who seemed insupportable because we were so tired of them, take on new attractions after we have been separated from them for awhile. The custom of taking vacations is increasing, as its benefits are becoming recognized, and in the little volume of "Looking Forward" which all of us are writing in our minds, we will put a summer outing for every man, woman and child.

I am writing in northern New York, on the eve of a long journey to the Pacific coast, with the one I love best in all the world. If the trip is made in safety, I hope to be able to describe the interesting points next month for our readers.

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#### LOVE.

Love is the spring of life,  
Joy never ending;  
Love settles ev'ry strife,  
Sweet peace sending  
To hearts hard as stone,  
Lives black with sin,  
To natures callous grown  
To the misery within.  
SAN ANTONIO, TEX.

Love, a gift from heaven,  
Lightens every care.  
Of all fair blessings given  
To mortals, 'tis most fair.  
Oh, love, sweet love, I praise thee  
And bless thee ev'ry day.  
For what thou art to me  
No heart save mine can say.  
Ida Gregory.

## THE HOUSEKEEPERS' NATIONAL LEAGUE.

Although women have entered largely into business life and are devoted to clubs and occupied with many theories and schemes, there is nothing to indicate that they have lost interest in the old, time-honored occupation of housekeeping. On the contrary our homes never were so beautifully kept as at the present day, and women have a new ambition to reduce the management of the household to a system and conduct it on scientific principles, and, as we have before remarked, nowhere is science so badly needed. As this is a day of federation of forces, of course it is necessary to form an organization, if anything is to be accomplished, and several national associations have been established to study household economics and promote the interests of good housekeeping. One of these, which seems to contain much promise, had its origin at the well-known Jackson Sanatorium, at Dansville, N. Y. Mrs. Emma P. Ewing, professor of household economy, whose work has been often noticed in this department, gives annually a course of lectures and lessons at this beautiful resort, and, as the outgrowth of these the Housekeepers' National League was formed, last September and will hold its first annual meeting in Chicago in October. Its objects are as follows:

1st. The introduction of scientific and economical methods of cookery into our kitchens, and of trained labor into every department of our homes.

2d. The regulation of household labor on a basis of justice to the employer and employed.

3d. The enlightenment of all classes of the community upon the importance of unadulterated food, and the proper care and preservation of food products in the market and the household.

4th. The introduction of Household Science as an important branch of education in all colleges for women, and all schools to which girls are admitted.

5th. The establishment of a National School of Household Science where methods of work may be intelligently tested, and teachers scientifically trained and equipped for giving thorough instruction in the household arts.

The officers are distributed throughout the different sections of the country. No admission fee is charged, as it is believed there will be enough interest to furnish such contributions as are necessary to carry on the work. It is the hope of the association that local leagues may be formed in all parts of the country, auxiliary to the National League, and that, through lectures and lessons and mutual counsel and co-operation, some solution may be found for the many vexing questions that press upon the housekeeper.

After the organization Mrs. Ewing delivered a lecture on "Home Making" which I wish it were possible to reproduce entire. She said among other good things:

It may be deemed a very little thing to trim a lamp, to make a bed, or to prepare a meal, but human happiness is seriously affected by little things. Life is largely made up of them, and the wife, or mother, or sister who sees that in the house under her supervision, each lamp is properly trimmed, each bed carefully made, and each meal skillfully prepared, makes every nook within that household brighter and pleasanter for her care, and exerts an influence for good upon the different members of the family, that widens and expands illimitably.

She says most truly, that where the table is always spread with healthful and well prepared food, and the home surroundings are always cheerful and pleasant, the family are hedged about with barriers that are well-nigh impregnable to assaults from outside foes. She argues that, while the taste for the æsthetic and beautiful should be encouraged, nothing is so vital a necessity as well-prepared food. She pleads for schools of domestic science where girls may be qualified for housekeeping, as they are now prepared for all other occupations in life. Her opinion will be indorsed by all sensible persons when she says:

"If the women who are to be future wives and mothers of our country will qualify themselves thoroughly in these arts, the present reign of slovenly domestic ignorance will give place to a reign of orderly intelligence, 'household drudgery' will become a forgotten phrase, and the brightest, sweetest, most delightful place on earth will be an American home. In that good time the hand that will wield the most potent influence in moral, social, and political affairs will be the hand of the successful home-maker.

Mrs. Ewing has had charge of the summer school cookery at Chautauqua for the past ten years and she says that during that time not less than twenty five hundred women have studied culinary science in her classes there, besides hundreds who have attended free lessons and lectures. These have included many young, unmarried women who are anxious to prepare themselves for the duties of a wife. In addition to her work at Chautauqua Mrs. Ewing is engaged for every month in the year in the different cities throughout the country by various institutions, clubs and classes, which shows the wide spread interest that is taken in this subject. She has been engaged to give lectures and lessons daily in the model Kitchen at the World' Fair during the months of June and October.

These are encouraging signs and promise much for the homes of the future. While women will continue to enter the trades and professions and crowd the ranks of bread-winners, yet the vast majority will marry and become housekeepers. There are over two hundred professional teachers of household science in the United States and it is being introduced into many schools. Although one of the oldest of occupations, modern life has made many improvements possible, and the modern woman will not be satisfied until she has mastered all of them. Let the modern man offer every encouragement, and he will receive his full share of the reward.

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## PLAGIARISM.

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In the July number of the MAGAZINE, page 619, is an article entitled "Adrift on the World," signed Mrs. Jessie Hamon, Makanda, Ills. A letter from Mrs. M. Orrell, Murphysboro, Ills., states that the article was written by her daughter Ida, whose sad death we noticed

last month, and published in the *Trainmen's Journal*. It was copied bodily by Mrs. Hamon and sent to the FIREMEN'S MAGAZINE as original. It seems to be impossible to avoid these things, and we can only express our apologies to the real author and our contempt for the plagiarist.

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The Southern Presbyterians, in session at Macon, Ga., issued the following decree:

The session must absolutely enforce the injunction of Scripture forbidding women to speak in churches (1 Cor. 14:34), or in any way failing to observe that relative subordination to men that is taught in 1 Cor. 11:18, and other places.

Shades of St. Paul! what a dreadful thing to be a Presbyterian woman in Georgia. Is there not some other church which will permit them to speak? It seems hard for a woman to have to give up either her religion or her power of speech. It is not strange that the men have to issue an "edict" to compel subordination, if the above is a fair specimen of the kind they have down there.

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The Kentucky legislature has passed an act giving a married woman the right to collect and dispose of the rent of any real estate which is her separate property. Hitherto the husband has had the sole right to the use and income of all the wife's real estate, and it could be taken to pay his debts contracted before marriage. But the law has gone still further and granted a married woman the right to make a will. The husband, however, still has the right to his wife's earnings and can collect and spend them at his own sweet will.

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## NOTES.

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Frequent inquiries are made by private letter as to the methods of organizing ladies auxiliaries to the B. of L. F. In the August number will be found a list of the lodges, the names of the grand officers, organizers, etc. By applying to the latter our correspondents will receive more satisfactory information than could be given here. The editor of the MAGAZINE has spoken in strong approval of these lodges for woman and the editor of this department adds a warm indorsement. They can be of great benefit to both the men and women, promoting acquaintance, giving pleasant social entertainment, teaching women the dignity, decorum and other valuable lessons of the lodge room and enabling them better to appreciate the value of the lodge to men. The number of ladies auxiliaries is increasing rapidly and we wish them unlimited success.—A number of excellent communications have been edited and sent to the publisher to be used in this department but it has been impossible

to give them the necessary space. We regret this, as it is a disappointment to the writers and a loss to the readers, but it seems to be unavoidable.—It is very seldom that we have to apologize for a typographical error in the MAGAZINE, but a most annoying one occurred in the August number in the Woman's Department. On page 717, in the first line of the last paragraph, the word master should read "mother." We would not like to refer to the wife and mother as the "master" of the household.—Being constantly on the wing for ten long weeks is not conducive to reading, and the difficulty of having one's papers and magazines follow the summer's travel makes it impossible to keep a close record of current events. Although the season has been filled with pleasant things, one rejoices to be quietly settled once more at the old familiar desk and to take up the daily routine of work which one enjoys because it has become so much a part of life.

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#### CHILDREN.

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This subject has been discussed over and over again, yet there is room for many more theories.

A good part of life's discipline results from the instructions of the family. Our lives are mainly spent at home; we were born at home, taught to speak at home, trained in habits of life chiefly at home, and tried in a thousand ways in temper and disposition at home, and swayed by home influences in all the relations we sustain in life.

Children in our homes are blessed little ministers. Who can tell of all the sweet life that bubbles up from their hearts? Did you ever notice the introduction of children when they first meet each other? A look and a smile, which calls up a returning look and smile from the little stranger and they are friends. Is it not a joy to think of the sweet trust they repose in us? The gentle mother knows this as she soothes the restless child or sweetly approves of every success.

How many of us revert to our childish days, at the time when all affections bud and bloom in the home of sunshine?

Never forget that children have social rights, make them clearly understand their duties and privileges. A good family government is a glorious arrangement for a child. Order is heaven's first law, and to make them subject to the first law of heaven is to take the first step. Let everything be done decently and in order. The welfare of the household requires time and reason. Take care to be strictly truthful with your children. They learn in their tender years to study our faces and to interpret meaning by our expression. Be deeply sincere with them. If we are not truthful they will observe it; we shall sow the seed of infidelity which, long after we are gone, shall spring from our confined clay and bear fruit unto death. Children may be too strictly reared, but never too deeply impressed with the truth. Let us as parents be careful what we promise and threaten. But when we have deliberately spoken, however costly, however painful, let us fulfill. Let no persuasion, no teasing change our well-considered words. If we lie to our children we injure ourselves, we weaken our authority, and we harm the spiritual character of our children, maybe forever. You want your children to prosper. Guide them then in that way. Every child needs direction, but the highest prosperity does not consist of material treasures. There is something to be desired more than material things. Train up your children in the way they ought to go, and

when they are old they will not depart from it. The training chiefly belongs to you, it is your duty, your responsibility. It is true that the holy spirit can alone give spiritual life to the household, but we can mould and fit the temple for the divine presence. We can build the altar and lay sacrifice in order, and then wait the confident assurance, the promised blessing from heaven.

Christian mothers, have *you* a family altar? If not, I beseech you to erect one. "But," says one, "my husband is not a Christian, and I have'n't the courage." God alone can give you grace, and in so doing it may be the means of leading your husband to Christ. A family thus trained to devoutness is almost sure to receive Heaven's benediction. Mothers have special charge in the religious instruction of their little ones. It is a work which cannot be delegated to others. No friend, however near, no Christian, however true, can do for your offsprings what you, mothers, can accomplish. It is within your province to write lessons on their tender hearts that will never fade away.

*Eva McClure.*

GALION, O.

A CUNNING young man, unmarried, attended a wedding in the country the other evening, and after the ceremony was over he suggested to a young lady present that he and she sing, "More to Follow." The young lady, however, said she preferred to sing "Just as I am." The young man remained quiet the rest of the evening.

MRS. A. J. PYLE, of Richmond, Va., owns and manages the largest dyeing, scouring and carpet cleansing establishment in the south. Left a widow nine years ago, with a family to support, she undertook the conduct of the business formerly carried on by her husband, and has managed it with such success that the custom of the firm has more than doubled. She has moved into a large new building erected for the purpose, and has extended her business throughout the southern states, including Florida and Texas. Mrs. Pyle has received diplomas from several state fairs and from the last state exposition for superior work.

### A RECIPE FOR A DAY.

BY AMOS R. WELLS.

Take a little dash of water cold  
And a little leaven of prayer,  
And a little bit of morning gold  
Dissolved in the morning air.

Add to your meal some merriment  
And a thought for kith and kin,  
And then, as your prime ingredient,  
A plenty of work thrown in.

But spice it all with the essence of love  
And a little whiff of play.  
Let a wise old book and a glance above  
Complete the well-made day.



# CONTRIBUTED

BY EUGENE V. DEBS TO THE WORLD'S FAIR LABOR CONGRESS.

## THE ORGANIZATION OF WORKINGMEN.

I appreciate the compliment of the Labor Congress in assigning me a place in its deliberations.

Standing upon this platform, this mount of vision, surveying my surroundings and contemplating this Labor Congress as one of the auxiliaries of the World's Columbian Exposition, I realize in some measure the gigantic strides of progress the nations are making towards fraternity and federation.

It requires, I confess, a more far reaching vision than I can boast to penetrate the future and determine the date when battle-flags will be furled, when the drum-beats of war shall be hushed to silence and the Parliament of the World shall assemble to deliberate under the sublimating influences of "peace" and "good will toward men." But, if there is anything in the signs of the times calculated to inspire hope, the "medicine of the miserable," then it must be conceded that a Labor Congress as an appendage of the World's Columbian Fair is a token of cheering significance, a blazing signal in the wilderness of doubt and apprehension, a lighthouse on the stormy coast where labor has often been wrecked when seeking a harbor of security and repose.

I accept with diffidence the theme assigned me for discussion, the "organization of workingmen." I know the subject is trite, that it has been on the lips of ten thousand men for a century or more. I know from readings and from observation how toilsome has been the march of labor during all the centuries since Pharaoh's slaves built the pyramids, hewed out the sphynx and reared the obelisks, since other slaves built the seven wonders of the world, aye, the multiplied wonders along the track the nations have traveled.

In all of the ages past the workingman has been doomed to toil and to silence. Born to toil and to drudgery, uncomplainingly he bowed his head and back in token of submission, crawled in the dust at the behest of superiors and accepted his cruel fate as taught by the gods and church, and steeped in ignorance and superstition, had a vague idea that when his bitter task was ended, somewhere a better life was in store for him.

Nor is labor yet redeemed from the blighting curses of the past, nor has it moved anywhere in all of the shining zones that belt the

earth a fraction of an inch towards improved conditions except by the lifting and emancipating power of organization.

In making this declaration I unhesitatingly challenge the world. If it is asserted that here and there, now and then, laws have been enacted for the amelioration of workingmen, the irrefutable truth stands forth that such laws had their origin in the councils of organized labor and were forced upon the statute books by the conquering energy of organized workingmen.

In saying this, I pronounce no undue eulogy upon the organization of workingmen. I am not required to proclaim that labor organizations are immaculate. I know they are human and I frankly concede their errors. I know of the long captivity of workingmen, of the Red seas they have passed, of their wanderings in the wilderness with burning thirst and consuming hunger in search of a promised land. Organized for victory they have often experienced defeat. Their enemies, intrenched in wealth and commanded by generals of consummate abilities, have often been able to demoralize the forces of organized labor and subject the defeated to penalties of harrowing severity. But labor's battles have not all been lost, nor are labor's hosts disbanded or discouraged. On the contrary, organized workingmen were never more confident of success, never more hopeful of the future of labor than now, and for this trust and expectation there are many and cogent reasons.

In the first place, experience has taught organizations of workingmen the supreme value of education, of mental development and intellectual grasp. The great brain of labor has lain comparatively dormant, except as exercised along the line of the chosen field of work. Learning in its best sense has not been in alliance with labor organizations. It has been thought sufficient for workingmen to be skilled in their trades, to hew and saw to lines marked out by others and to be content with the A, B C of knowledge, a species of slavery and degradation which forever held their noses to the grindstone of dependence and kept their feet tramping the same tread-mill journeys in which there was neither development nor advancement. The men who thought controlled those who toiled. As in the academies where Pluto and Aristotle taught, workingmen have been excluded from the benefits and blessings to be derived from science and philosophy which related to their emancipation from conditions imposed by centuries of ignorance and oppression. But the spirit of organization touched them, united them in one vast body, sent the red currents of life coursing through their veins and they stood up and stood forth in a mighty army panoplied for war, proclaiming to the nations of the earth that while the stars shine above them and mind holds sway in the councils of men, labor shall not be enslaved—at least not in the United States of America, while our flag, christened "Old Glory" has a star or a stripe upon its ample folds.

In this emancipation, being wrought out by organized workingmen, if one cares to listen, may be heard welling up from every organization of labor, the demand for more and for a higher educa-

tion. This mind march of labor is phenomenal. Students multiply by the thousands, lodges are becoming school rooms, books are in demand, and a labor literature, daily increasing in power, is among the cheering signs of the times.

This mustering of the mind forces of labor has a majestic significance which ought to challenge the admiration of patriots and philanthropists of every school. If there are those who aver that this work is moving slowly I do not hesitate to admit the affirmation and express my approval of the staid but sturdy character of the march. I am not an advocate of the spectacular. The present is the formative, the educational, the consolidating period of the organization of workingmen, and the work is proceeding in a way, betokening ever-increasing force and strength, and this "Labor Congress" in this "White City" of the world, the focal center of the thought of all the nations, may be cited in support of the declaration.

The time is coming, fortunately, when we are hearing less of the old paternal pharisaism: "What can we do for labor?" It is the old, old query repeated along all the centuries, heard wherever a master wielded a whip above the bowed forms of slaves. It is the language of the slave catcher, the slave pen, the slave block and the slave plantation. We hear it yet, occasionally, along lines of transportation, in mines and shops, but our ears are regaled by another and a more manly query, an interrogatory permeated with the spirit of liberty and independence, which is, "What can labor do for itself?" The answer is not difficult. Labor can organize, it can unify, it can consolidate its forces. This done, it can demand and command. Such are the possible and the practical things labor can do, is doing, and will continue to do until constitutions and courts and laws, based upon principles of eternal justice, make no distinction in dealing with the people.

Such grand achievements I do not doubt can be accomplished and be vastly expedited by the organization of workingmen. I am unable to discover anything in the programme chimerical. It is not a fantasy, a dream, or a creation of the fancy. It is on the contrary, an expression of faith in human attainments, when the mind, no longer fettered by ignorance nor deformed by bigotry, expands to its full orbited power to bless the world.

I would not have it understood that I underestimate the power of the forces in league to circumvent the high aspirations of labor or to defeat the purposes of the organization of workingmen. I appreciate the herculean task that confronts labor, and how long and tedious and dreary will be the march before the hosts of labor will be able to celebrate their full emancipation. But were the obstacles in the way a thousand times more formidable than they appear, I would still have faith in the triumph of eternal justice, though it were but as "a grain of mustard seed" that labor would be able to remove them all and advance, since the converse of the proposition would be that "right is to be forever on the scaffold," and the

"wrong forever on the throne," in which event the duration of the earth has already been ample and its destruction by any of the processes from time to time suggested ought to meet with a hearty welcome.

It ought to be understood and it is conceded by men of thought, by statesmen who can lay any just claim to the appellation, that the supreme welfare of the social fabric depends upon the prosperity, happiness and contentment of workingmen, and since the absence of this great fortune means the opposite, viz: adversity, poverty and want, it requires no seer to foretell social calamities—crime and its attendant woes. Workingmen's organizations, having in view the maintenance of fair wages are doing more for the well being of society than all other agencies combined. I am not unmindful of what is said of the church and the school, nor am I here to wage warfare against either of them, nor against any other human agency for the mitigation of social ills, but dogmas and creeds, the refinements of religion nor the learning of the schools ever did demand or maintain fair wages for workingmen, and the fact that wages have been unjust accounts for a vast per cent. of the ignorance, squalor, degradation and crime that now confront our much vaunted civilization. The shylock policy of reducing wages has been and continues to be the prolific parent of innumerable ills, and against this policy the organizations of workingmen proclaim unyielding hostility.

If such dangers, resulting from persistent injustice to labor, threaten the social fabric, what may be said of the perils that environ our political system consequent upon a policy which seeks to reduce men who wield the ballot to pauperism? Do I cry "wolf" when there is no wolf? We hear on all sides cries of alarm caused by illiteracy. Men declare that ignorance is the one great peril of our institutions and that the school, and only the school guarantees security. It is well. Organizations of workingmen are in active alliance with the school. Their motto is "Education," but in addition they demand just wages and fair conditions for work, because wages reduced to a point which barely suffices to keep soul and body together, blocks the pathways to mental culture, and until the elevating power of honest wages is recognized and established, the state will continue to deplore the demoralizing results of illiteracy.

Wages is one of the supreme requirements of labor in social and political affairs. I am not here as a money worshipper. I know that dollars are called "tokens" and are said to be mediums of exchange, the yardsticks and balances of trade by which we weigh and measure and exchange commodities. Caring little for the technicalities employed in circles where bulls and bears contend for the mastery, I know that wages measure the prosperity, happiness and contentment of workingmen. If wages approximate labor's honest share in the wealth it creates, the homes of workingmen are bright and joyous, and as wages are reduced below that standard, there is gloom and squalor, and organizations of workingmen are animated

by the noble ambition to secure and maintain fair wages which, while providing a suitable living for their wives and children, enable them to meet every required obligation of the state.

Again, it should be said that when labor is honestly paid, communities and states feel at once the vivifying influence; consumption keeps pace with production; trade and commerce proceed on lines of security and wide prosperity, and rewards are equitably distributed. To secure these blessings is the paramount purpose of organizations of workingmen.

Standing amidst the marvelous displays of work and skill concentrated in this world renowned White City from the four quarters of the earth, I am prompted to deal in eulogistic words of work, but the majesty of the theme dissuades me. Had I the imagination, the genius and the eloquence of an Ingersoll, I would make this Labor Congress an epoch immortal in the annals of labor. I would put tongues in workingmen's organizations whose words should echo around the world when this great Columbian Fair takes its place in the traditions of the centuries. Here students may learn how inert and dead is the thing we call capital until it is touched by the vitalizing power of labor—labor of brain and hand. Here the Federal Government might have poured to exhaustion its accumulation of gold and silver—here the states of this mighty Republic might have concentrated their wealth, and here, Chicago, the wonderful inter-oceanic city of the continent might have drained her coffers until the Alpine pile of money amazed the nations of the earth, but Jackson Park would have remained a barren land for the play of the elements. But touched by the hand of labor, behold the transformation! The weird fictions of Aladdin become facts for the contemplation of the world. Palaces, the description of which defies all languages, spring up as if by enchantment and a fairy realm is created by the magic power and genius of labor. And here are concentrated, as never before in the history of all the ages, the products of skilled workers of every clime under the starry heavens, and as the millions come from the North and the South, from the East and West, from continents and islands, the exclamation is made, "Verily, the genius and skill of man is the marvel of the world."

These visiting wonderers may search in vain for something that kings, aristocrats, plutocrats, the rich and titled snobs of the earth have made. As well search for roses amidst the eternal snows of the Arctic zone. No! All things within the White City combine to eulogize labor, and workingmen's organizations, whatever the future may have in store for them, may congratulate themselves that they are animated by the sublime purpose of redeeming their members from the thraldoms which centuries of cruelty and oppression have imposed upon them.

# THE MAGAZINE.

PUBLISHED ON THE FIRST DAY OF EACH MONTH,  
AT TERRE HAUTE, INDIANA.

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MANUSCRIPTS AND EXCHANGES should be addressed  
to Eugene V. Debs, Editor, Terre Haute, Ind.

REMITTANCES, SUBSCRIPTIONS, CHANGES OF AD-  
DRESSES, and all correspondence relating to  
the business department, should be directed to  
F. W. Arnold, Manager, Terre Haute, Ind.

ADVERTISING:—All correspondence relating to ad-  
vertising must be addressed to WM. N. GATES,  
MANAGER, 29 EUCLID AVE., CLEVELAND, OHIO.

EUGENE V. DEBS . . . . . Editor  
F. W. ARNOLD . . . . . Manager  
W. N. GATES . . . . . Advertising Agent

OCTOBER, 1893.

## A POSTAL CARD CRIME AND SENT- ENCE.

Mr. William MacNair, on April 13, 1893, sent a postal card to a New York State Senator by the name of McClelland, which in a circular, Mr. MacNair, explains as follows:

In the New York Evening Sun of April 12, 1893, I read the following:

Colonel Quigley's bill to make ten hours a day's work on all surface and elevated railroads in all cities over 75,000 inhabitants, except New York, came up in the Senate. The majority of the Senators showed no aversion to voting on this bill. Only 13 votes were cast, 12 for and 1 against the bill, and it was laid over. Senator McClelland said that the bill came from labor tramps, who do not want to work. Senator Coggeshall said that bills like this would pass were it not that corporations can afford to pay their attorneys thousands of dollars, while workingmen cannot afford to pay anything.

As I had been interested in the passage of the Quigley bill, and was unaware of the infamous Comstock Postal Law, I cut out the above extract, and pasting it on a postal card, wrote beneath it:

"Senator McClelland: Attached is a newspaper clipping of the 13th inst., and as an American citizen and honest workingman, which I can prove, permit me to ask you in reply, did you ever earn an honest dollar in your life by honest labor? If you have, you should be ashamed of yourself as a public servant to make use of such language against the unfortunate and honest railroad employes whose interest is centered in said bill. May I ask, 'How much have the railroads promised you for such action?' No doubt you will reply and say, 'It is none of my business.' But later on it will be my business."

WILLIAM MACNAIR, No. 205 Avenue O.  
"New York, April 13, 1893."

Mr. MacNair, being approached by some sort of a court creature, frankly admitted the authorship of the postal card; this was also done in the presence of a United States Commissioner, whereupon he was sentenced to imprisonment for four months and fined \$500. Of this sentence Mr. MacNair justly complains. The sentence was brutal—sim-

ply infamous. Technically, Mr. MacNair, no doubt, violated the law, though the questions he propounded to Mr. McClelland were pertinent and pointed, well timed and eminently proper. The fellow, McClelland, evidently is a flea who lives and fattens in the hair of corporation dogs, but such vermin can claim the protection of vicious laws and corrupt courts, both of which are increasing in this country. When Mr. MacNair is again free and on his native heath, he should find a way to entertain McClelland, beyond the reach of the fangs of United States Commissioners.

The case serves the purpose of notifying workmen that unless they unify and take a hand in preserving their rights and liberties, the time is at hand when they will have no assets of that kind to defend.

ACCORDING to the quarterly report, August 1st, 1893, the balance of the various funds stood as follows:

General Fund—Balance on hand August 1, 1893	\$9,156 30
Beneficiary Fund—Balance on hand August 1, 1893	2,735 75
Special Fund—Balance on hand August 1, 1893	4,605 75

Total balance on hand August 1, 1893	\$66,557 80
Balance in Protection Fund, in the hands of Board of Grand Trustees	\$52,574 80
Membership August 1, 1893	28,681
Increase during the year	2,714

Such exhibits are cheering, and show that the Brotherhood, in money and membership, is in a condition to excite pride on the part of the membership—facts which the MAGAZINE chronicles with the greatest gratification.

LOUIS MITCHELL, a member of East Albany Lodge, No. 215, B. of L. F., is a hero of the best type, and no mistake. At the terrible wreck on the Boston & Albany railroad, near Chester, he suffered to the extent of having three ribs broken, while the engineer was badly injured.

The Albany Times-Union, referring to "the hero of the hour," says:

The hero of East Albany to-day is Fireman "Bob" Mitchell. The story of how he, notwithstanding the fact that three of his ribs were fractured, started to rescue Engineer Horton, carrying him to a place of safety and jumping into the Westfield river and rescuing two women and a man from the ruins was told many times. He worked like a beaver, never giving time or thought to his own injuries. Some of the passengers raised a purse of \$75, but he refused it. Mitchell was around this morning with his side bandaged up, and was closeted with the railroad authorities for an hour. The railroad, it is understood, will reward Mitchell's services in a handsome manner.

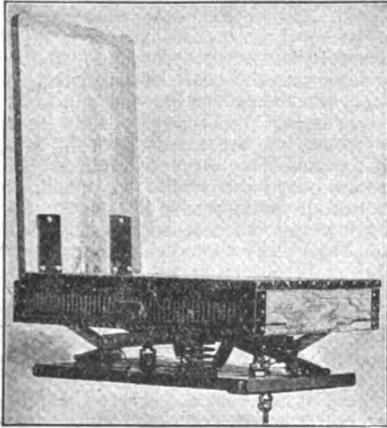
Such devotion and daring constitutes the true hero at all times and in all lands where noble deeds are appreciated. The MAGAZINE felicitates Bro. Mitchell upon his heroism, and expresses the hope that the railroad authorities will properly reward him.

## MRS. IDA A. HARPER.

This accomplished lady, at present and for a number of years the editor of the Woman's Department of the MAGAZINE, has removed to California, that she may be near her daughter, Winifred, who, a graduate of the classical school at Indianapolis, has entered the Leland Stanford University to complete her education. Mrs. Harper, as a writer of grace, force and brilliancy, is widely known, and her contribution of "Indiana World's Fair Monograph," shows her familiarity with every phase of the woman question and a masterly ability to fathom and explain its varied complexities. In California Mrs. Harper will be better able to pursue her literary work, and will, in connection with it, study the languages. The readers of the MAGAZINE will wish Mrs. Harper and her beautiful daughter a delightful sojourn in California.

## THE DROP SEAT.

Messrs. Stannard & White, manufacturers of Locomotive Cab Seats, for engineers and firemen, have moved into their new factory and have a fine exhibit at the World's Fair.



The firm has produced a drop seat, which is the one thing needed, as shown by the cut. The seat is calculated to be hung on a half-inch rod on the side of the cab, and be pushed forward or back, and when dropped it takes up but little space, as it shuts up like a jack-knife, the back folding forward. When running, it is held in its place the same as other drop seats, with a rod underneath. The drop seat is a great invention, and is having a wide sale.

"SHOVEL AND THROTTLE, MY FRIEND AND I, WITH HINTS," is the title of a book of 273 pages, by John T. McCall, a practical engineer and fireman, and was written while the

author was clothed in his "greasy suit of blue." The book "instructs firemen by giving all the whys and wherefores; it deals in the trifles that lead to success, trifles which great authors omit. It is composed of the following parts, viz: Hints to Locomotive Firemen, Explanatory Notes on Locomotive, Short Questions and Tongue's End Answers, Hints to Locomotive Engineers, Hints to Railroad Managers, Hints to Master Mechanics, Emergency Hints, Miscellaneous Notes, and Moral Hints." This excellent book can be had for \$1.00, by addressing John T. McCall, 329 Poplar street, Columbia, Pa., and considering what it teaches, should be worth five times or fifty times its price, by men who need to learn.

## THE CLOCK WITH THE REMINDER HAND.

McGrane's locomotive clock meets a "long felt want," and an every day want on the part of locomotive men. It has a red hand which is no "run around," but just stands where it can do the most good by reminding the "runner" when to stop, of meeting points, getting orders, etc. All that is required is to put this red hand so that it will point to the time that you must do something more or less important, and then every time you look at the clock the red hand reminds you of what you ought to do. It is a great clock in its way, and the reminder is just what is wanted in this world of forgetfulness.

## THE EFFECT OF HARD TIMES.

MR. EDITOR:—The present financial stringency is bearing evil fruit, the effects of which will be felt long years after the country has recovered from its depression. Everywhere corporations are reducing wages, and railway companies are apparently endeavoring to keep abreast of the times by declaring they must enforce reductions varying from 10 to 20 per cent., or go under. Telling thousands, who for years have braved every danger, endured every hardship, and paid their well-earned dollars into the various labor organizations in order to place some protective barrier about themselves and loved ones, and to gain a just recompense for their services, must now see all lost at one fell swoop, or step down from the positions they have so long occupied by reason of industry, ability, and sobriety. Did I say lose all? Aye, and more; for even a cut of 10 per cent. in many cases means reducing wages to a lower level than they were before organized effort obtained the present contracts. Many railway companies having discharged one-half of their employees, and sent them to join the vast armies of the unemployed, must now make sweeping cuts in the salaries of the remainder, so when the strong boxes once more

empty their hoarded contents into the arteries of commerce, and stagnated trade resumes its wonted life; stocks that do not pay dividends will have to be well watered indeed. The success of one road in securing the proposed reduction, emboldens many others to make like demands. The propositions are plausibly sugar-coated by the promise to grant a reconsideration in a period of three or four months, or such time as business will permit a restoration of former pay. Existing schedules and contracts are the results of years of struggle, thought, and expense; procured by the unswerving loyalty of men of undoubted ability and integrity, the best in our ranks. Made wary by former experiences, the railroader well knows that once these contracts are broken, the task of replacing them will be a herculean one. Hence the distrust and hesitation so plainly exhibited by the orders on the various lines in accepting a temporary reduction.

The railways of the country have certainly been operated on a paying basis in the past. They have not been constructed, improved, and operated for fun or glory. The truth of this assertion is self-evident; otherwise they would have quit business, and the shriek of the iron horse would have ceased, ere now, to disturb primeval stillness. This being the case, why should they not continue the even tenor of their way without violent disturbance of present friendly relations? Why endeavor to reduce the faithful employes to peonage because bankers and bond clippers are working up a boom in the gold market? What consolation to the ever-watching engineer, the toiling fireman, and in fact all classes of railway wage earners to know that even now, while at the post of duty, their high-salaried superiors are contemplating schemes whereby they may be deprived of some of the comforts they now enjoy. After a brief consideration of the foregoing statements, the beclouded(?) mind of the toiler must arrive at one conclusion, namely: A financial panic is an undisguised blessing to the man of large wealth, however badly the producers of his opulence may suffer in the meantime. Money panics are but hastenings of the process by which the rich become richer, and the poor become poorer. Let us not entertain the deluding consolation that many large fortunes are swept away in these periodical spasms; thus causing great and small to suffer alike. Some one must profit by the disaster, and these shattered fortunes are swallowed up by still greater ones. The middle classes are rapidly disappearing, a few of their number rising to wealth and power such as Cæsus never dreamed of. The remainder being hurled back into the ranks of the unemployed. In their stead is left a yawning chasm, widening and deepening

with every crash; hastening the day when the son must follow in the foot-steps of his father; all gates leading to honorable gain being forever closed against him.

Brethren, conjure up the picture here presented and behold its gloomy aspects!

But to return to the subject, if, indeed, it can be said I have digressed, Shall such a deplorable state of affairs as now threatens the labor world, be tolerated? If so, why? Is it not because of our own weakness and the presence of our idle hosts who must work at any price or starve? While we chant the praises of our noble brotherhoods, let us not shut our eyes to the fact that they are unable to cope with present conditions. They have done grand work in the past. They have placed labor upon its feet and taught it those first steps which will lead to ultimate independence. Conditions change rapidly, however, in this progressive age, and we must trim our sails accordingly, or be left in the rear, we can no longer remain apart, and view each other meeting with crushing defeat, yea, even assisting in the ruinous work, *we must Federate!* Soon the employes of a railway system will have not only their own management to contend against, but the management of other roads as well. When that time comes (and it is almost here) we cannot hope for aught but utter defeat, and complete annihilation under our present plan of adjusting grievances, viz: while one class of employes on a system strike; the others remain at work, the places of the strikers being filled by militia men, who serve for the double purpose of guard and scab. An instance being the Buffalo strike where 500 switchmen were overpowered and defeated, not by a railway company but by 8,000 armed and disciplined soldiers furnished for the occasion by the Governor of New York. All honor(?) to the heroic militia; they performed their mission well. This disgraceful affair is but a sample (with slight variations) of what has been going on in different parts of the country of late years. Defenseless workmen being struck down by soldier, deputies, and thugs, backed by the strong arm of the law. Oh, glorious Republic! where such crying outrages are fostered! Let all the toilers within thy confines, the foundation and bulwark of all thy greatness, arise and sing thy praises in such stentorian tones, the very heavens shall hear of thy fame, and know of thy Justice! Louder, brethren! or thy joyful song will be lost in the wail of oppressed and starving multitudes! Black though the cloud now appears, yet it has a silver lining. Never before has there been such an awakening. Hundreds of able and intelligent publications are springing up all over the land, and engaging in the work of educating the people. Labor is deeply studying the problems given it to solve.



The remedies to existing evils must and will be found; when found they will be vigorously applied, despite the power of wealth and the chicanery of demagogues. The rectification must be brought about by Federation, and an intelligent use of the ballot; since by lack of the former and misuse of the latter we have fallen on evil times. An inherent desire on the part of humanity to cling tenaciously to life-long teachings and prejudices, has ever been the greatest stumbling block to reform. The majority of wage-earners have apparently adopted the motto: "Every fellow for himself, the devil take the hindmost," and have not striven to break down the barriers of separation. Necessity in the near future will compel them to do so. The \$4 per day man, fully realizing that we must "hang together, or hang separately," will clasp hands with his less favored brother; resolving that the errors of the past shall not be repeated in the future. Strikes will be far less numerous than at present, and less disastrous to both capital and labor, as we will then be enabled to demonstrate the fact that one good strike is better than one hundred abortions. With greater power will come increased conservatism (not Esauism and cowardice). No one need fear that labor will abuse its privileges, for workmen recognize the mutual dependency of both capital and labor. The failure of capital to make the same recognition, has been productive of much trouble and ill will. When labor's ranks present an unbroken front we may force acknowledgement of our claims. To this greatly desired end, then, let us strive in thought, word, and deed. Our recompense will be the knowledge that we have been a factor in bringing about the only millenium we perhaps shall ever see on this earth.

*John A. Martin.*

LA JUNTA, COL.

#### LEE YUM'S CAT.

The most amusing specimens of the misuse of the English language come from Asiatic people, to whom the Anglo-Saxon formulas of speech are the most strange and exotic thing in the world. The amusing character of "Baboo," or Hindoo English, is well known. Here is a genuine specimen of Chinese English, in the form of an actual advertisement in a newspaper of Santa Barbara, Cal., which will do to go with the letters of the Baboos:

Notice.—Santa Barbara, May 9, 1892.

I have a tame cat is lost on the 28th of april it is about nine pounds his breast all are white the hands and legs both are white but one his behind leg out side part have a spot Gray Colour and his back are all gray but the back have a white blue spot on it

his muzzle is red and his head is light black.

His nake have an iron ring on it and with six chinese money to tie it tight on the iron ring in his nake.

If any people know where he was bring back to me I will prefer to give him two dollars for reward.

Fang Lee Yum.

31 Canon Perdido Street.

#### THE ROBINSON MONUMENT FUND.

The following subscriptions to the Robinson Monument fund have been received since our last report:

R. G. Emmerson, Winnipeg, Man.	\$ 1 00
J. F. Marshall, Winnipeg, Man.	1 00
Wm. Woods, Winnipeg, Man.	1 00
O. Williamson, Winnipeg, Man.	1 00
B. James, Winnipeg, Man.	1 00
J. Dreyden, Winnipeg, Man.	100
J. Rutherford, Winnipeg, Man.	1 00
Geo. Spooner, Winnipeg, Man.	1 00
S. W. McKinnor, Winnipeg, Man.	1 00
G. Clark, Winnipeg, Man.	1 00
T. M. McKee, Winnipeg, Man.	1 00
S. Fowles, Winnipeg, Man.	50
A. West, Winnipeg, Man.	50
F. McMann, Winnipeg, Man.	50
A. MacFarlane, Winnipeg, Man.	50
H. Pendergast, Winnipeg, Man.	50
W. Muir, Winnipeg, Man.	50
W. H. Goodwin, Winnipeg, Man.	50
W. Munt, Winnipeg, Man.	50
H. English, Winnipeg, Man.	25
W. Thompkins, Winnipeg, Man.	25
H. Wise, Winnipeg, Man.	25
A. Watson, Winnipeg, Man.	25
A. G. Hebb, Winnipeg, Man.	25
G. Mandly, Winnipeg, Man.	25
J. Smith, Winnipeg, Man.	25
F. H. Pratt, Winnipeg, Man.	25
G. S. McKenzie, Winnipeg, Man.	25
B. Wallace, Winnipeg, Man.	25
J. Russell, Winnipeg, Man.	25
R. Pearson, Winnipeg, Man.	25
F. Arnold, Winnipeg, Man.	25
J. Hill, Winnipeg, Man.	25
W. W. Matthews, Winnipeg, Man.	25
J. Falconer, Winnipeg, Man.	50
A. Elliott, Winnipeg, Man.	25
Herb. Evers, Winnipeg, Man.	25
R. Moffatt, Winnipeg, Man.	25
A. King, Winnipeg, Man.	25
W. Currie, Winnipeg, Man.	25
W. Seobie, Winnipeg, Man.	25
W. Cooper, Winnipeg, Man.	25
W. Taylor, Winnipeg, Man.	25
J. Gale, Winnipeg, Man.	25
W. Andrews, Winnipeg, Man.	25
J. Anderson, Winnipeg, Man.	25
W. Edwards, Winnipeg, Man.	25
F. Lynde, Winnipeg, Man.	25
R. Roden, Winnipeg, Man.	25
J. Reid, Winnipeg, Man.	25
W. M. McKennon, Winnipeg, Man.	25
W. Matthison, Winnipeg, Man.	25
A. Burns, Winnipeg, Man.	25
T. Brock, Winnipeg, Man.	25
W. Brockley, Winnipeg, Man.	25
D. W. Robertson, Winnipeg, Man.	25
J. McConnell, Winnipeg, Man.	25
A. Trumbler, Winnipeg, Man.	25
M. Russell, Winnipeg, Man.	25
B. Maggridge, Winnipeg, Man.	50
C. J. Ander, Winnipeg, Man.	25
J. Pearson, Winnipeg, Man.	1 00
J. O. Norquay, Winnipeg, Man.	2 00
Terre Haute Savings Bank, Interest	12 60
Previously reported	926 32

Total . . . . . \$967 92

Remittances should be directed to the LOCOMOTIVE FIREMEN'S MAGAZINE, Terre Haute, Ind.

## FORGIVE AND FORGET!

A Christian is taught to feel meekly and lowly  
 Whenever he's scourged by a backbiter's rod,  
 That his thoughts at such times must be pure and  
 be holy,  
 And leave his traducers to settle with God,  
 If it's so, then the Lord should have not made us  
 mortals,  
 With hearts full of vengeance to pay every debt;  
 Very few manly fellows will pass heaven's portals.  
 Who know they are wronged, then forgive and  
 forget.

There are reptiles abroad with vile insinuations,  
 To poison the ears of our friends with their lies,  
 Oh! I like for such curs to feel manly temptations,  
 And send my clinched fist right between their  
 two eyes;  
 It would give me more joy than to go on my knees,  
 boys,  
 And offer up prayer for their comfort, you bet,  
 'Tisn't right, but 'twould give our hot temper more  
 ease, boys,  
 Than go by the doctrine, "forgive and forget."

"Forgive and forget!" It is tough on a fellow  
 Possessed of a temper impulsively strong.  
 To shorten his sails of resentment, and mellow  
 His thoughts 'gainst a viper that does him a  
 wrong;  
 To know that a cur can retail his foul slander  
 Amongst your companions and feel no regret;  
 The victim's no man, he is only a gander,  
 Who'll meekly exclaim: "I'll forgive and for-  
 get."

"Forgive and forget." From the mold I was made  
 in  
 I must have been taken before I was chilled,  
 And my hot disposition will last till I'm laid in  
 The grave with my heart beats eternally stilled.  
 "An eye for an eye and a tooth for a tooth," boys,  
 Is doctrine may cause us hereafter regret;  
 Let white liver'd fellows, with breasts full of ruth,  
 boys,  
 Go canting and swaddling "forgive and forget."  
*Shandy Maguire.*

## ADDRESSES WANTED.

FRANK CANFIELD—Is requested to correspond at  
 once with his brother, G. C. Canfield, 611 Austin st.,  
 San Antonio, Texas.

ALBERT E. BOUCH—When last heard from he  
 was working for the Galveston City R. R. in 1884.  
 He was known in New Orleans and San Antonio.  
 His age is about 33 years; height about 5 ft. 8 in.;  
 complexion fair; eyes blue; one foot slightly de-  
 formed. His widowed mother is most anxious to  
 hear from him. Anyone knowing of his where-  
 abouts will please correspond with P. E. Stellwa-  
 gen, Indio, Cal.

Among the many wonderful exhibits at the  
 World's Fair the Great Ice Railway is not by any  
 means the least. To partake of a sleigh ride on  
 real snow in midsummer is a delightful and re-  
 freshing treat. It is one of the attractions on Mid-  
 way Plaisance, located near that other wonder, the  
 Ferris wheel.

The O. R. Extension has made three great strikes  
 or discoveries on their properties in the last thirty  
 (30) days. One an eight (8) ft. vein of gold bearing  
 quartz assaying forty dollars (\$40) to the ton, one  
 a ten (10) inch vein of high grade ore running six  
 hundred and eighty dollars (\$680) to the ton and  
 the other a three (3) ft. vein of ore, a large portion  
 of which shows free gold.

## REDUCED TO \$1.00.

We have on hand a supply of bound volumes of  
 the MAGAZINE for the years 1891 and 1892.

The volumes are artistically bound in a way to  
 withstand wear, and we need not say are intrin-  
 sically valuable, containing as they do, a wide range  
 of topics on subjects well calculated to interest the  
 general reader, as well as those who are the stu-  
 dents of labor problems.

In this connection we suggest that these bound  
 volumes of the MAGAZINE would be a valuable  
 present on birthday occasions, or as tokens of re-  
 membrance, to be presented at any time, and as  
 the price has been reduced to \$1.00 we shall hope to  
 receive sufficient orders to reduce the supply,  
 since no fireman's library would be complete with-  
 out one.

By addressing LOCOMOTIVE FIREMEN'S MAGA-  
 ZINE, Terre Haute, Indiana, orders will be prompt-  
 ly filled. Cash must accompany each order.

## THE COWBOY'S STORY.

Speaking of excitement, I tell you nothing so  
 stirring as all the latent depths of one's  
 imagination as the prospect of seeing your-  
 self a millionaire in a week's time, and you  
 can't stay long in a gold country before the  
 fire gets into your brains and you watch  
 the ground at your feet and the rock cliffs  
 at your side, expecting any minute to pick  
 up the nugget that will be the foundation of  
 your fortune. I was up in the Black Hills  
 not long ago and ran across a little incident  
 in this line. The railroads hadn't been  
 there very long and some of the boys were  
 just in the state of mind I've been speaking  
 about—watching to "strike it rich." Abe  
 Bowers was roundhouse foreman and he  
 had listened to the mining talk till he was  
 sure there was luck for anybody who kept  
 his eyes open; and so one of his machinists  
 laid for him. He saved up his brass flings  
 till he had about a quart and one day  
 when the coast was clear, he raked them  
 well into the sand on the bank of the creek  
 out behind the shop, and then watched for  
 developments. He didn't have long to wait,  
 for Abe's prying eyes soon caught the glit-  
 ter of the yellow particles, and he picked  
 up a handful of the dirt to examine it. His  
 eyes opened! The sand was full of minute  
 grains of free gold! The find was fabulous,  
 for old miners had said free gold never  
 showed to the naked eye unless it was im-  
 mensely rich. His wildest imaginings were  
 to be realized! He trembled in his eager-  
 ness to store away his glittering find, but  
 not till dusk could he begin his willing task;  
 and then just as he was beginning to sack  
 up his fortune, along sauntered the passen-  
 ger conductor, who asked him what he was  
 doing. It was hard, but he must share his  
 secret; so he told the conductor of his find,  
 and by the light of a match showed him the  
 glistening dirt. The conductor was electri-  
 fied, and offered to help him sack and  
 hide it for half. Abe was compelled to ac-

quiesce, and together they filled half a dozen sack, which they carried across the creek to a deserted log cabin for safe keeping. This was no light task and they were two pretty tired men when it was finished: but nevertheless they sat up late planning and making arrangements to be relieved of their railroad duties, so as to give all their time to the development of their fortune, and not until they had washed out a quantity of the filings and taken them to a bank for sale, did they fully realize what "tenderfeet" they were.—*Locomotive Engineering.*

### THE CINCH ON McCORMICK.

"A long time ago," said the old-timer, stopping to tamp down the cut-plug in his cob pipe; "A long time ago, when I was on the South Park road, we were having a good many wrecks.

"Most of these were caused by run-aways; the stock was equipped with straight vacuum, and it wouldn't suck wind for a cent—'cause they didn't take keer of it.

"We had a superintendent then of the name of McCormick, who was a holy terror on the fire; he'd discharge a man just on suspicion; new men came and went on almost every train.

"Every few days there'd be a runaway, and McCormick would fire the whole crew—just to keep up the discipline.

"One night, Sam Black's Mason-Fairlie—we always called 'em 'jim crows'—got away from him on Kenosha hill, and Sam and the whole crew were killed.

"The news came early, and a lot of us gathered at the little depot at the foot of Larimer street, Denver, to meet No. 2 and help carry the remains of the boys home. McCormick was pacing up and down the platform with his hands behind him.

"Whilst we were waitin', sorter quiet-like, each man kinder thinkin' how near it come to him, and feelin' sorter sober, I happened to notice an old Irishman sitting on the edge of the platform smoking a clay pipe and watchin' a little ant hill between the ties.

"Pretty soon another old fellow, of the same nationality, came along with a spike-maul over his shoulder; evidently he did not know the reason of the gathering. He jerked his head cornerways at his friend, and said:

"'Mornin', Jimmy.'

"'Good mornin', Moike; did ye see McKor-mick?'

"'Oi did not.'

"'McKor-mick is cryin' this mornin'.'

"'Sure; phawt's the matter ave him, Jimmy?'

"'There does be folve min comin' in that he can't discharge anny more—bad cess till him.'"—*Locomotive Engineering.*

### DOWN WITH THE MILITIA SCHEME.

Apobos of the monopolistic scheme to nationalize or place under government control the national guard or state militia, it is interesting to note with what ingenuity the monopolistic press applauds the suggestion and the reform press antagonizes the same. What can be the object of maintaining in "the land of the free and the home of the brave" a standing army of the magnitude proposed by this scheme? Does not every American heart beat proud in the thought that this country can marshal in twenty-four hours an army of 5,000,000 of her sons, the hardest and bravest race on earth? There is not one sensible reason why such an army should be maintained, unless it be the fact that the hosts of right and justice are marshaling under the banner of "equal rights to all, special privileges to none," and monopoly sees its doom. The handwriting is on the wall and Belshazzar's feast will soon come to an inglorious end. The eyes of the wealth producer have become open to the fact that for years the sole aim of all legislation has been directed toward fastening tighter and tighter the shackles of oppression on the limbs of the toiling ones of earth in order that the few and heartless might revel in luxury. Men and newspapers are now in existence advocating the doctrine that the Great Creator never intended that a part of His children should have a surfeit of the good things of earth while another part should die of starvation, and that the laws of the country should be so amended as to give all who do an honest day's work an equal share in the world, and thereby banish forever the possibility of making millionaires and paupers at one and the same time. There is something wrong in a country beneath whose flag 2,000,000 tramps find shelter on the rock pile and in the jail. Something is wrong when thousands of our young women are annually forced to the lowest depths of degradation in order to maintain a bare existence. Think of these things, of the thousands of starving children in the large cities and the distressful plight of the wage worker all over our land, and then notice who concocted and now fosters this militia nationalization scheme, and what it means for you—backed up by the monopolistic press and the money power of the land.—*Midland Mechanic.*

If you could only vote now, we would have a good time. I have been an advocate of woman suffrage for twenty years, and I am not ashamed of it. You will never be able to accomplish this grand work you have undertaken until you are allowed the ballot; and if I had it in my power, I would give every one of you the ballot before I left my present position.—*Gov. Ront of Colo.*

## THE OWNERS OF THE UNIVERSE.

Let us corner up the sunbeams  
Lying all around our path;  
Get a trust on wheat and roses,  
Give the poor the thorns and chaff.  
Let us find our chiefest pleasure  
Hoarding bounties of to-day,  
So the poor shall have scant measure  
And two prices have to pay.

Yes, we'll reservoir the rivers,  
And we'll levy on the lakes,  
And we'll lay a trifling toll-tax  
On each poor man who partakes;  
We'll brand his number on him  
That he'll carry through his life;  
We'll apprentice all his children,  
Get a mortgage on his wife.

We will capture e'en the wind-god,  
And confine him in a cave;  
And then, through our patent process,  
We the atmosphere will save;  
Thus we'll squeeze our little brother  
When he tries his lungs to fill,  
Put a metre on his wind-pipe  
And present our little bill.

We will syndicate the starlight,  
And monopolize the moon!  
Claim a royalty on rest days,  
A proprietary noon;  
For right of way through ocean's spray  
We'll charge just what its worth;  
We'll drive our stakes around the lakes—  
In fact, we'll own the earth.

*From Great Thoughts, London, Eng.*

## KEEPING ENGAGEMENTS.

A boy should not make an engagement unless it is a proper one; but, having made it, he should keep it. If an hour has been named, he should be there on time or if not he should have some valid reason to offer for his failure to do so. He may have the liberty to waste his own time, but he has no right to waste the time of another.

The sacredness with which Sir William Napier regarded an engagement, even of a seemingly trivial character, is shown by an incident. One day he met a little girl who was sobbing violently over a bowl which she had broken.

"You can mend it, can't you?" she appealingly said to him.

The bowl was past mending, and, on putting his hand into his pocket, he found that he had left his purse at home.

"Meet me here, at this hour to-morrow, my dear," he said. "I'll give you a sixpence with which to buy another bowl."

When he reached home he found on his desk an invitation to dine with some distinguished gentlemen at Bath the next day. He had to forego the great pleasure because of the engagement which he made with the little girl, and so he notified the host a previous appointment would prevent him from accepting the invitation. His integrity would not allow him to break an engagement that involved but a sixpence which he might have paid at some other time.

President Lincoln had been trained from boyhood to honor every promise that he made. After he was married, and had a

family of his own, he was visited by a gentleman of some distinction, who, unfortunately, made promises more freely than he kept them.

In order to induce one of Mr. Lincoln's boys to sit on his lap the gentleman offered to give him a charm which he wore on his watch-chain. The boy clambered upon his lap, and finally the gentleman rose to go.

"Are you not going to keep your promise with my boy?" Mr. Lincoln asked.

"What promise?" inquired the other.

"You said you would give him that charm," reminded Mr. Lincoln.

"Oh, I couldn't," laughed the visitor.

"It is not only valuable, but I prize it highly as a heirloom."

"Give it to him," Mr. Lincoln sternly said. "I would not want him to know that I entertained one who had no regard for his word."

The gentleman colored, and then undid the charm and handed it to the boy. We do not know whether the gentleman received the charm again, afterward, but he certainly was taught a lesson.

## THE WASTE OF TOBACCO.

"You have been a smoker all your life?" asked the colporteur. "Oh yes," said the traveler with the square sample cases, "ever since I was ten years old." "And so you have smoked say——?" "About forty years," replied the traveler. "And your cigars cost you on the straight average, not less than ten cents a day?" "Why, of course not," said the traveler, looking surprised. The colporteur made a rapid calculation on the back of an envelope. "Then," he said, "see what tobacco has cost you. Without computing the interest it has cost you nearly \$1,500; enough with its interest to buy a lot and build and furnish a home worth ten times that sum. See what tobacco has cost you." "Yes, I know," said the traveler, rising to leave the car as the train stopped, "but see what it's made for me. I traveled for the tobacco house I'm with now for ten years, at \$3,500 a year; then I bought into the concern in a good year, have cleaned up about \$40,000 since I've been a partner and own a house that I wouldn't sell for \$20,000, and am making more money this year than I ever saw in one year before. Tobacco is a pretty expensive luxury though, if you happen to get on the wrong side of the market." So saying, he went up town and skinned a couple of good customers, while the colporteur, riding on his way, looked at the figures on the envelope and ruminated and ruminated and ruminated.—*Brooklyn Eagle.*

He who hath a small office is liable to have a big head; the smaller the office the bigger the head groweth.

## ABLE-BODIED HUSBANDS.

The Oakland, Cal., Board of Education has passed a resolution requesting the resignation of all women teachers with "able-bodied husbands." As the school laws in California declare that teachers holding city certificates, when elected, can only be dismissed for insubordination or for "immoral or unprofessional conduct, profanity, intemperance, or evident unfitness for teaching," the question arises under which of these misdemeanors shall the possession of an "able-bodied husband" be classed, in order to enforce the desired resignations? Also what degree of health and ability constitutes an "able-bodied husband."—*The Woman's Journal*.

## TRAIN ROBBERS.

"Speakin' of train robbers," said an old timer, leisurely crossing his lean shanks, "I never had to do with real, live robbers, but when we were buldin' the U. P. I seen more Indians than a few.

"I jimmed a shifter round the yard at Omaha when I first struck the country, and used to hear the boys tell about the redskins ditching trains, stealing telegraph wire, and 'casionally shooting at an engin', to say nothin' of riding around free, and being mighty over-pompous to everybody.

"But as long as I wer'n't in the immedgiate Indian belt, I didn't worry much.

"One day I got a new Roger, and started fer the front—then all the Injun stories I ever heerd come back, multiplid four hundred per cent.

"All day I was on the lookout for red and green blankets; every bush looked like it might have a Crow or a Wyandotte behind it, but the sun went down without a sign of reds.

"Well, I had a train of material for the front, and would jest about get there for breakfast if I hustled—so I hustled.

"About eleven o'clock I stopped at a little temporary water tank to liquidate and lubricate, feelin' rather sleepy for my long hours. While the fire boy was taking water I did the grease act, going around to the left side.

"As I climbed up in the gangway, and sucked in my breath to blow out the torch, my heart hit the roof of my mouth, for there, in the right gangway, stood a big, fat, greasy Injun; he had on a yellow blanket, carried a rifle, and greeted me with a grunt.

"'Wher goin'?' says I, gruff like.

"'Um Yum,' says he.

"'Git off,' says I.

"'No git,' says he.

"Here my visitor made a move to get up on the fireman's seat, and I don't know what popped it into my head, but I took the long oller by the snoot, and made a lick at

the gauge glass that was then almost in his face.

"Afore you could say Gee-whiz that cab was full of steam, hot water, and muffled whoops; I pulled out the plug to let the old girl make her escape, and about the second turn of her drivers I heard a heavy body hit the sod on my side with a thud, and a sound floated up to us that reminded me of a scar't hog—kinder like 'Wough!'

"Bill and I lay low in the tank for fear of being shot, until we were outside of the range of a Krupp cannon. I often wonder now which was scar't the worst me or the Injun."

A BIG jam of logs at Barrituck Falls, Me., was started July 11th. For thirty days the river drivers have been working on it. The Somerset Railroad runs near the river. A spur track was built close to the bank, and a powerful locomotive, with two inch wire cable, pulled out the last key log, starting the jam. This jam was the largest ever hung up at the falls. It contained 85,000,000 feet of lumber and extended up the river about two miles. The work of moving the jam cost \$12,000.—*The Engineer*.

Two young men, their jaws distended with tremendous quids of tobacco, entered the Salvation Army barracks on Fulton street, Brooklyn, and proceeded to make themselves as obnoxious as possible. Finally a big-six foot member of the Army protested. "We're waitin' t' see some miracles, see!" said one of the tough youths. The six-footer deliberately stooped over, took the two by the back of their necks, and, as he helped them down the front stoop with his foot, remarked: "You wanted some miracles, hey! Well, we don't perform miracles here, but we cast out devils."

An amusing incident occurred in the Circuit Court at West Point, Miss., last Monday. A negro boy being tried for stealing two pairs of trousers, and having no lawyer, Judge Campbell, asked him if he desired to speak. He promptly replied in the affirmative and "fired" "The Boy Stood on the Burning Deck" at the judge and jury.—*Atlanta Constitution*.

The cheapest tax-dodging scheme on record is that of a churchman in Lincoln county, Maine, who has organized a bogus religious and charitable society, has made himself treasurer, and has turned all his personal property over to the treasury of this non-taxable corporation. He defies the assessors, and they don't see how they can get at him.

## WM. D. ROBINSON MONUMENT FUND.

Wm. D. Robinson, who died at Washington, Ind., on November 7th, 1890, was the founder of the Brotherhood of Locomotive Engineers, and in doing this great work, he as certainly laid the foundation of the Brotherhood of Locomotive Firemen and all other organizations of railway employes.

In closing our obituary notice in the December, 1890, issue of the MAGAZINE, we said:

In this hour, when Locomotive Engineers and Firemen stand uncovered at the tomb of Wm. D. Robinson, the question arises, What can be done to perpetuate the name, the fame, the memory of a man who gave the best years of his life for their benefit? Is not the answer, We will build him a monument worthy of his deeds, of his labors and sacrifices? We will believe that such is the response.

If it is, let the good work begin, and let it be carried forward until a granite or a marble shaft shall mark the spot where his dust reposes.

"What hallows ground  
where heroes sleep?  
'Tis not the sculptured  
piles you heap!  
In dews that heavens far  
distant weep  
Their turf may bloom.  
Or genii twine beneath  
the deep  
Their coral tomb.

"What's hallow'd ground?  
'Tis what gives birth  
To sacred thoughts in  
souls of worth!  
Peace! Independence!  
Truth go forth  
Earth's compass round  
And your high priesthood  
shall make earth  
All hallowed ground."

The poet's idea is correct. Where Wm. D. Robinson sleeps his last sleep is hallowed ground, and monumental marble could add nothing to its sacredness. But it is all of that without reference to the living. What can the living do to bear testimony that the last resting place of Wm. D. Robinson is hallowed ground?

We do not believe the name of Wm. D. Robinson is soon to perish and be forgotten. We believe the brotherhood he founded will be his imperishable monument, and that his name in connection with that great order is to increase in lustre as the years flow on. But that does not cancel the debt of gratitude the two great brotherhoods of the locomotive owe his memory, which if not met, will, in the judgment of mankind, cover the living with obloquy.

We believe the Brotherhood of Locomotive Firemen will respond in a way that will bear eloquent testimony of their appreciation of the life work of the man that made their organization fruitful above measure of blessings to locomotive firemen. Alone and unaided, our order, for the small sum of 25 cents each, could do the work. But we prefer doing it in conjunction with the Brotherhood of Engineers; nor would we confine subscriptions to the two orders, but would invite all the brotherhoods engaged in the train service of railroads to join in the great work of gratitude.

In discussing the propriety of erecting a monument to perpetuate the memory of the

dead philanthropist, we said in the April issue of 1891:

The idea of building a monument to perpetuate the name and fame of Wm. D. Robinson, originated with the FIREMEN'S MAGAZINE. The time has come for action. Contributions should be made. We have said that 25 cents each from members of the B. of L. F. would build the monument. But we surmise that other orders would want a place in the splendid work proposed, and we have opened in the Grand Lodge office of the B. of L. F.,

## A ROBINSON MONUMENT FUND.

Every contribution, however small or large, will be acknowledged in the columns of the MAGAZINE under an appropriate head, and when the contributions approximate a sum which gives assurance of success to the enterprise, a commission made up of the members of the various brotherhoods will be constituted to take charge of the fund and prepare for work.

Members of the various orders subscribing should designate their calling, and if they will give their address, it will be regarded as a favor.

Now, let the good work proceed. Wm. D. Robinson, when alive, was the friend of the workingman. He wrote and spoke and toiled to establish a brotherhood and to teach men the power of organized labor. Railroad trainmen had no more ardent and

unselfish friend. Let a monument bear testimony that death did not sever the tie that bound him to the living.

If ever a man deserved the grateful homage of his fellows that man was Wm. D. Robinson. He devoted the best years of his life to the great work of organizing railroad men for their moral and material advancement. He toiled without recompense, he endured privations and made sacrifices, the half of which will never be told. He lived and died



WM. D. ROBINSON.

in poverty, that others might fare better than was his lot. Every man, woman and child who has been, is now, or ever will be the beneficiary of any of the brotherhoods of railway employes, owes Wm. D. Robinson a debt of gratitude that can never be paid. Such a man deserves a monument to bear testimony of the love and gratitude of those for whom he accepted poverty, persecution and all their attendant ills, and every member of every organization of railroad employes should cheerfully contribute his mite, small as it may be, to such a noble purpose. Contributions may be directed to the LOCOMOTIVE FIREMEN'S MAGAZINE, Terre Haute, Indiana, all of which will be acknowledged in its columns.

## GRAND LODGE.



## BENEFICIARY STATEMENT.

OFFICE OF GRAND SECRETARY AND TREASURER,  
TERRE HAUTE, IND., September 1, 1893.

## To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of August, 1893:

## RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$266	44	\$180	87	\$88	130	\$218	173	\$136
2	88	45	224	88	106	131	78	174	138
3	540	46	94	89	106	132	114	175	212
4	186	47	90	90	136	133	124	176	124
5	198	48	182	91	118	134	126	177	86
6	148	49	140	92	98	135	98	178	221
7	70	50	258	93	110	136	50	179	70
8	254	51	86	94	133	137	61	180	50
9	212	52	184	95	220	138	118	181	58
10	200	53	114	96	84	139	58	182	78
11	200	54	220	97	218	140	176	183	202
12	274	55	72	98	76	141	314	184	227
13	392	56	88	99	212	142	236	185	78
14	368	57	320	100	114	143	144	186	104
15	136	58	78	101	128	144	120	187	76
16	208	59	158	102	160	145	166	188	262
17	116	60	26	103	302	146	190	189	116
18	120	61	190	104	116	147	160	190	42
19	182	62	148	105	104	148	112	191	234
20	86	63	128	106	50	149	546	192	230
21	116	64	136	107	196	150	178	193	94
22	46	65	112	108	84	151	92	194	132
23	66	94	109	142	152	140	50	238	120
24	100	67	220	110	90	153	80	196	128
25	158	68	108	111	164	154	88	197	108
26	166	69	58	112	80	155	110	198	122
27	156	70	92	113	132	156	108	199	242
28	130	71	162	114	52	157	52	200	96
29	70	72	190	115	90	158	256	201	94
30	96	73	88	116	174	159	212	202	132
31	68	74	91	117	110	160	156	203	152
32	88	75	240	118	60	161	34	204	76
33	108	76	70	119	42	162	274	205	110
34	118	77	810	120	122	163	122	206	249
35	70	78	186	121	142	164	138	207	250
36	138	79	70	122	66	165	132	208	71
37	110	80	62	123	144	166	216	209	114
38	116	81	160	124	96	167	100	210	58
39	60	82	398	125	70	168	142	211	212
40	158	83	288	126	84	169	298	212	78
41	366	84	216	127	108	170	96	213	58
42	44	85	146	128	70	171	74	214	108
43	150	86	134	129	206	172	106	215	130

## RECEIPTS—CONTINUED

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
259	\$132	301	74	343	\$48	385	\$60	427	\$64
260	84	302	91	344	100	386	31	428	64
261	72	303	76	345	60	387	60	429	72
262	110	304	108	346	36	388	142	430	60
263	106	305	54	347	78	389	62	431	61
264	102	306	186	348	92	390	94	432	148
265	128	307	124	349	92	391	118	433	82
266	166	308	50	350	122	392	66	434	140
267	144	309	156	351	40	393	60	435	46
268	80	310	72	352	92	394	76	436	86
269	132	311	46	353	50	395	62	437	32
270	188	312	50	354	152	396	104	438	42
271	84	313	84	355	108	397	54	439	78
272	48	314	74	356	42	398	74	440	98
273	126	315	148	357	64	399	46	441	66
274	36	316	104	358	80	400	72	442	72
275	76	317	96	359	68	401	88	443	88
276	70	318	70	360	82	402	60	444	146
277	20	319	130	361	140	403	445	445	56
278	42	320	192	362	42	404	58	446	104
279	50	321	46	363	180	405	150	447	60
280	58	322	62	364	86	406	36	448	112
281	98	323	28	365	68	407	102	449	86
282	66	324	50	366	60	408	110	450	120
283	84	325	88	367	80	409	94	451	34
284	292	326	90	368	66	410	94	452	74
285	204	327	94	369	94	411	30	453	46
286	164	328	134	370	34	412	72	454	114
287	108	329	34	371	74	413	52	455	40
288	64	330	166	372	72	414	60	456	66
289	116	331	80	373	48	415	166	457	42
290	40	332	76	374	94	416	54	458	52
291	156	333	174	375	70	417	60	459	268
292	58	334	130	376	56	418	62	460	50
293	51	335	98	377	174	419	82	461	58
294	90	336	44	378	190	420	104	462	112
295	38	337	202	379	226	421	44	463	94
296	102	338	92	380	40	422	50	464	34
297	136	339	340	381	58	423	114	465	56
298	72	340	64	382	110	424	130	466	158
299	106	341	64	383	78	425	106	467	66
300	96	342	54	384	124	426	38	468	42

Balance on hand August 1, 1893 . . . . . \$42,735 75  
Received during month . . . . . 55,586 00

Total . . . . . \$98,321 75

## DISBURSEMENTS.

By claims 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085 . . . . . \$70,500 00

Balance on hand September 1, 1893 . . . \$27,821 75  
Respectfully submitted, F. W. ARNOLD.

## BEWARE OF OINTMENTS FOR CATARRH THAT CONTAIN MERCURY,

as mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescriptions from reputable physicians, as the damage they will do is ten fold to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., contains no mercury, and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally, and made in Toledo, Ohio, by F. J. Cheney & Co. Testimonials free.

Sold by Druggists, price 75c per bottle.

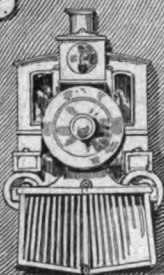


Vol. XVII — 1893 —

THE NEW  
PUBLIC  
No. 11,  
LENOX AND  
TILDEN FOUNDATION

# LOCOMOTIVE FIREMEN'S MAGAZINE

EUGENE V. DEBS · EDITOR ·



November.



PUBLISHED MONTHLY AT TERRE HAUTE, IND.



GEO. WESTINGHOUSE, Jr., President.  
T. W. WELSH, Superintendent.

JOHN CALDWELL, Treasurer.  
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# THE Westinghouse Air Brake Company,

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MANUFACTURERS OF THE

## WESTINGHOUSE AUTOMATIC BRAKE.

The WESTINGHOUSE AUTOMATIC BRAKE is now in use on 24,000 Engines and 325,000 Cars. This includes (with plain brakes) 232,000 Freight Cars, which is about 23 per cent. of the entire freight car equipment of this country, and about 80 per cent. of these are engaged in interstate traffic, affording the opportunity of controlling the speed of trains by their use on Railways over which they may pass. Orders have been received for 173,000 of the Improved Quick Action Brakes since December, 1887.

The best results are obtained in freight train braking from having all the cars in a train fitted with power brakes, but several years' experience has proven conclusively that brakes can be successfully and profitably used on freight trains where but a portion of the cars are so equipped.

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## THE AMERICAN BRAKE COMPANY,

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# LOCOMOTIVE FIREMEN'S MAGAZINE.

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## EDITORIAL.

### LABOR AND CAPITAL AND THE DISTRIBUTION OF PROPERTY.

The question of capital and labor is not only being debated in congresses and legislatures, in lodge-rooms and in the assemblies of labor representatives, but Mr. Justice Henry B. Brown, of the United States Supreme Court, deems it entirely prudent to give the subject his attention, which he did in an address before the American Bar Association, at its annual meeting in Milwaukee, August 31. We have only a synopsis of the distinguished gentleman's views, but enough of what he said to force the conclusion that he leans up to capital and capitalists, like one who knows and appreciates the difference between a workingman and a millionaire.

The address of Mr. Justice Brown is spoken of as being "lengthy but interesting throughout." In the course of his remarks it is reported that the "distinguished jurist, by way of introduction, reviewed the history of strikes between capital and labor from the days of the great strike of the Israelites, the conflicts between the Roman patricians and plebeians, the feudal lords and the merchants of the middle ages, down to the struggles of the present day."

The ermined orator did not, so far as reported, give any particulars relating to the "great strikes of the Israelites." It is possible that he referred to the straw-strike, at a time when the Israelites were making brick for Pharaoh. This was not exactly a strike, but the brick makers did appoint a grievance committee to go to Pharaoh and tell the general manager of Egypt their troubles. Really, we feel much obliged to Mr. Justice Brown for his allusion to this strike, though it was not, properly speaking, a strike between "labor and capital," but rather between labor and the government. At the time of the straw-strike there were in Egypt 600,000 adult male Israelites. How many of them were directly engaged in making brick, we have no means of knowing, but it was, evidently, a leading industry. The straw required in making the brick was to mix

with the clay to improve its adhesive qualities, and was deemed in those days essential.

It is interesting to state how this straw-strike of the Israelites originated. It appears that God had appointed Moses the leader of the Israelites, for the purpose of getting them out of Egypt, by the way of the "wilderness" into the "promised land," or Canaan. Moses, therefore, asked permission of Pharaoh to let the Israelites go a three days' journey into the wilderness to worship. This three days vacation asked for the Israelites, in the name of the Israelite's God, seemed preposterous, besides Pharaoh neither knew nor cared for the God of the Israelites, and he not only flatly refused the request, but ordered, that, as previous to this request, he had supplied the brick makers with straw, thereafter they should hunt straw for themselves, but in no case was their task to be lightened; they were ordered to make as many brick as when the straw was furnished, and their task masters were ordered to beat them in every case where the tale (count) fell below the required number.

It was this infamous order that resulted in the officers of the children of Israel organizing a grievance committee to lay their troubles directly before Pharaoh. But the effort to have the iniquitous order modified in any regard did not succeed. Pharaoh was obdurate and insolent, drove the grievance committee from his presence, remanded the brick makers to their tasks, taunting them with the remark, "Ye are idle, ye are idle, therefore ye say let us go and do sacrifice to the Lord. Go ye, therefore, now, and work; for there shall no straw be given you, yet shall ye deliver the tale (count) of bricks." At this supreme juncture the grievance committee met Moses, the leader, and said to him, "The Lord look upon you, and judge, because ye have made our savour to be abhorred in the eyes of Pharaoh and in the eyes of his servants to put a sword in their hands to slay us." Times did look blue to the brick makers, as also to Moses, who immediately laid the matter before the Lord, and said to the Lord, "Wherefore hast thou so evil entreated this people? Why is it that thou hast sent me? For since I came to Pharaoh to speak in thy name he hath done evil to this people, neither hast thou delivered them." It was plain talk on the part of Moses. Pharaoh had been enraged, he had imposed heavy burdens upon the Israelites, and things had been made worse, generally. But the Lord assured Moses that he was not done with Pharaoh, but that he would, in the end, make the strike such a success that it would never be forgotten. Certainly, we are obliged to Mr. Justice Brown for his reference to the "great strike of the Israelites." The Lord set the example of doing Pharaoh and all Egypt immense honor, because of his infamous dealings with the brickmakers. In the first place, as a punishment, the waters of Egypt were turned to blood; (2) he filled the land with frogs; (3) he filled the land with lice; (4) swarms of flies filled all Egypt; (5) all the cattle, horses, asses, camels and oxen were stricken with murrain; (6) every man and beast was afflicted with boils; (7) a storm of hail, thunder and fire, was sent so that every

thing was destroyed except the wheat and the rye; (8) locusts came next and devoured everything; (9) then came darkness that could be felt, lasting three days; (10) then came the final plague, when the first born in all the land of Egypt, from the first born of Pharaoh unto the first born of the lowliest in all the land was slain. This done, Pharaoh was willing to give the Israelites a vacation, to let them leave his country, but in a moment of madness he called out his army to slaughter the Israelites, but was caught in the Red sea, when horses, chariots and soldiers all went down to death.

What of it all? Not much, perhaps. Pharaoh treated workingmen unjustly; he would not listen to a grievance committee; his greed obscured all sense of right and justice, and ultimately he paid dearly for his exercise of power over defenseless men. God did not stop to consult public opinion, nor the courts of Egypt. He did not consider the rights of property. He saw the inhumanity of Pharaoh, his tyranny, his purpose to degrade workingmen, to increase their tasks and then beat them for their non-performance. These things aroused the vengeance of Jehovah, and then came the plagues of blood, frogs, lice, flies, murrain, boils, hail and fire, locusts, darkness, the death of the first born, and then the Red sea disaster. After all these things, the children of Israel marched for forty years and finally entered the promised land.

For this wonderful display of divine power and vengeance there seems to have been one cause, and only one cause—the bad treatment of workingmen—and we are told that God is the same yesterday, to-day and forever. We do not know that Mr. Justice Brown spoke either lengthily or learnedly upon the “great strike of the Israelites.” We conclude he did not, because he jumped from the “great strike of the Israelites” to the strike of the brass workers in Breslau as early as 1539, and to the strike of the tailors in Baltimore in 1795, concluding, from his brief historical sketch that “it is apparent (1) that strikes, so far from being peculiar to modern industrial enterprise, as seems to be generally supposed, are as old as *civilization itself*; (2) that they prevail most *extensively* in the most enlightened and wealthy communities, and so far from being an *indication of extreme poverty*, are equally as frequent in times of general prosperity; (3) that the wit of man has as yet devised no scheme whereby they may be prevented or even alleviated.” In saying this, Mr. Justice Brown writes himself down a superficial thinker. It was never claimed that strikes were an indication of “extreme poverty.” What is the signification of “extreme poverty?” It is squalor, degradation, hunger and nakedness. There may be instances on record where such people struck to better their condition, but, as a general proposition, it is not true. Men strike to prevent “extreme poverty,” to prevent squalor and degradation. They strike, as did the Israelites, against inhuman treatment, tasks that kill soul and body. They strike against a reduction of wages and for an advance in wages; they strike for reasonable hours for a day's work and against hours that leave no time for physical recup-

eration and mental improvement; they strike for that which dignifies citizenship and secures liberty and independence; they strike that their "homes may not be huts and dunghills, and their children outcasts from the day of their birth—facts which Mr. Justice Brown never discovered, and would not have appreciated had they been forced upon his attention.

It is not true, as Mr. Justice Brown declares, "that the wit of man has as yet devised no scheme whereby they (strikes) may be prevented or even alleviated." Strikes have been prevented in a vast number of instances and as often alleviated when they have occurred, and beyond the vicious influences prevailing in high judicial circles, hopes are born and nursed into vigorous vitality, that a reign of justice in the world is of possible attainment—and it is widely accepted as a probability that men who now are compelled to strike against oppression will, armed with the ballot, strike against an aristocratic judiciary, and place men upon the bench whose public utterances are not framed to obscure their baseness.

It is not at all surprising that Mr. Justice Brown, in support of his plutocratic theories, should refer to the utterances of some "enthusiasts," who picture an "ideal state of society where neither poverty nor riches prevail," but workingmen who strike, do not indulge in vagaries. On the contrary, they do believe a reign of justice is within the limits of "human character as at present constituted." The distinguished judge doubts if there was neither poverty nor riches in the world that such a condition "would conduce as much to the general happiness, as the inequality which excites emulation and stimulates energy." He can conceive of nothing to "excite emulation and stimulate energy" except money—riches, and he doubtless had his own ambitions in view when he made the statement. He said, "rich men are essential even to the well being of the poor." "It is they," said the judge, "who in a thousand ways develop the resources of our country and afford employment to a countless army of workingmen. One has but to consider for a moment the immediate consequences of the abolition of large private fortunes to appreciate the danger which lurks in any radical disturbance of the present social system." In the foregoing, there is nothing new. It is the rehash of the same old idea, that workingmen are dependant upon the rich—that they live, move and have their existence by the permission of the rich. It is the idea of the slave driver. Its purpose is to degrade workingmen until they are ready and willing to accept the domination of assumed superiors, and obey their orders without complaint. This done, degradation has reached its lowest depths. This done the slave accepts his bacon and corn bread, his dress to distinguish him as a helot, and then things go on swimmingly for the plutocratic masters. Mr. Justice Brown is of the opinion that for workingmen a sort of a millennial era has dawned. He said:

While, in this country at least, private fortunes are larger than they have ever been before, the condition of the laboring class has improved in equal

ratio. There was never a time when the working classes were so well paid, or when their wages could buy for them so many of the comforts of life as now. Not only are the working man's wages higher, but his hours of labor are shorter. He is better housed, better clad, better fed, better taught, reads better and cheaper papers, sends his children to better schools, and enjoys more opportunities for recreation and for seeing the world than ever before. He not only practically dictates his own hours of labor, but in large manufacturing centers he is provided with model lodging houses for his family, with libraries, parks, clubs, and lectures for his entertainment and instruction, with cheap excursion trains for his amusement on Sundays and holidays; and not only absolutely but relatively to the rich is vastly better off than he was fifty years ago.

Thus spoke Mr. Justice Brown to the American Bar, Aug. 31st, 1893, at a time when multiplied thousands of workingmen were out of employment, not knowing where they could secure a meal of victuals. But supposing no clouds overspread the skies of labor and the picture painted by the judge was literally true, then it is seen that during the past fifty years great improvements have been made in the condition of workingmen. The question arises, who brought about this improvement? Not men of Mr. Justice Brown's type. Not rich men, but workingmen by combination, by strikes, by sacrifice, and as labor's emancipation has not yet come, and as the rich are still oppressing, and as the courts are still corrupt, labor has before it herculean tasks to perform. Hitherto the combinations of labor have been on a small scale, and imperfect. Once unified, once redeemed from the fetters of envy and jealousy, once marshalled under one banner, and they will go forth from bondage under a God ordained leader, such as was Moses in the great straw-strike of the Israelites.

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HUNGARY seems to have hit upon a plan for increasing railroad travel that has worked wonders. It is called the "zone tariff," and reports say that "during the five years preceding its introduction in August, 1889, the returns of the Hungarian railways showed a number of passengers varying between 6,000,000 and 7,500,000. During the first year of the tariff the number rose to 16,200,000, during the second year to 19,000,000 and during the last year to 28,300,000. The receipts have been very nearly doubled in the same time. The essential feature of this plan is that a passenger pays a fixed sum to travel to any point within a given radius of his starting point, and not directly according to the number of miles he travels." If the "zone tariff" plan could be introduced into the United States, there is no telling how many millions of persons would be carried during a year.

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THE United States boasts of having, of all grades in the civil service, an army of 183,488 persons, an increase in ten years of 58,848. All told, the federal machine requires no less than 250,000 operators.

## THE MONEY OF THE WORLD.

The debates in congress, during the special session, related almost exclusively to money, to gold and silver as money metals, to their production, to the amount there is in the world, and to demonstrate that there is not a sufficiency of either, or of both combined, to answer the business demands of the civilized nations of the earth. As a consequence, the more advanced nations are required to emit paper money, and it is shown that in the United States, with gold, silver and paper currency, the sum total is not sufficient under the most favorable conditions to meet business requirements, and that, when from any cause the currency is contracted, business disasters occur.

Members of congress who have sought to demonstrate the importance of retaining silver as money as a full legal tender coin and who favor the free coinage of the metal, have fortified their arguments by exhaustive tabulated statements, showing the use of gold, silver and paper in twenty-six countries having a population of 1,219,000,000. Of this population 658,000,000 use silver and paper exclusively, and 561,000,000 use gold, silver and paper. The total stock of gold, silver and paper used by these twenty-six countries is as follows:

Gold . . . . .		\$3,582,605,000
Silver, full legal tender . . . . .	\$3,409,100,000	
Silver, limited tender . . . . .	553,600,000	
	<hr/>	3,962,700,000
Paper . . . . .		2,635,878,000
 Total . . . . .		 \$10,181,178,000

The tabulated statement, put in a form better suited for the pages of the MAGAZINE, is as follows:

UNITED STATES.—Population . . . . .	67,000,000
Uses gold . . . . .	\$604,000,000
Uses silver, full tender . . . . .	\$538,000,000
Uses silver, limited tender . . . . .	77,000,000
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	615,000,000
Uses paper . . . . .	412,000,000
 Total . . . . .	 \$1,631,000,000

Currency per capita: Gold, \$9.01; silver, \$9.18; paper, \$6.15; total, \$24.34.

Ratio between gold and legal tender silver, 1 to 15.98.

Ratio between gold and limited tender silver, 1 to 14.95.

UNITED KINGDOM OF GREAT BRITAIN.—Population . . . . .	38,000,000
Uses gold . . . . .	\$550,000,000
Uses silver, limited tender . . . . .	100,000,000
Uses paper . . . . .	50,000,000
 Total . . . . .	 \$700,000,000

Currency per capita: Gold, \$14.47; silver, \$2.63; paper, \$1.32; total, \$18.42.

Ratio between gold and limited tender silver, 1 to 14.28.

FRANCE.—Population . . . . .	39,000,000
Uses gold . . . . .	\$800,000,000
Uses silver, full tender . . . . .	\$650,000,000
Uses silver, limited tender . . . . .	50,000,000
	<hr/>
	700,000,000
Uses paper . . . . .	81,402,000
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Total . . . . .	\$1,581,402,000

Currency per capita: Gold, \$20.52; silver, \$17.95; paper, \$2.09; total, \$40.56.

Ratio between gold and legal tender silver, 1 to 15½.

Ratio between gold and limited tender silver, 1 to 14.38.

GERMANY.—Population . . . . .	49,500,000
Uses gold . . . . .	\$600,000,000
Uses silver, full tender . . . . .	\$103,000,000
Uses silver, limited tender . . . . .	108,000,000
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	211,000,000
Uses paper . . . . .	107,000,000
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Total . . . . .	\$918,000,000

Currency per capita: Gold, \$12.12; silver, \$4.26; paper, \$2.16; total, \$18.54.

BELGIUM.—Population . . . . .	6,100,000
Uses gold . . . . .	\$65,000,000
Uses silver, full tender . . . . .	\$48,400,000
Uses silver, limited tender . . . . .	6,600,000
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	55,000,000
Uses paper . . . . .	54,000,000
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Total . . . . .	\$174,000,000

Currency per capita: Gold, \$10.66; silver, \$9.02; paper, \$8.85; total, \$25.53.

Ratio between gold and full tender silver, 1 to 15½.

Ratio between gold and limited tender silver, 1 to 14.38.

ITALY.—Population . . . . .	31,000,000
Uses gold . . . . .	\$93,605,000
Uses silver, full tender . . . . .	\$16,000,000
Uses silver, limited tender . . . . .	34,200,000
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	50,200,000
Uses paper . . . . .	163,471,000
	<hr/>
Total . . . . .	\$307,276,000

Currency per capita: Gold, \$3.01; silver, \$1.62; paper, \$5.27; total, \$9.91.

Ratio between gold and full tender silver, 1 to 15½.

Ratio between gold and limited tender silver, 1 to 14.38.

SWITZERLAND.—Population . . . . .	3,000,000
Uses gold . . . . .	\$15,000,000
Uses silver, full tender . . . . .	\$11,400,000
Uses silver, limited tender . . . . .	3,600,000
	<hr/>
	15,000,000
Uses paper . . . . .	14,000,000
	<hr/>
Total . . . . .	\$44,000,000

Currency per capita: Gold, \$5.00; silver, \$5.00; paper, \$4.67; total, \$14.67.

Ratio between gold and full tender silver, 1 to 15½.

Ratio between gold and limited tender silver, 1 to 14.38.



GREECE.—Population . . . . .	2,200,000
Uses gold . . . . .	\$2,000,000
Uses silver, full tender . . . . .	\$1,800,000
Uses silver, limited tender . . . . .	2,200,000
	<hr/> 4,000,000
Uses paper . . . . .	14,000,000
Total . . . . .	\$20,000,000
Currency per capita: Gold, .91; silver, \$1.82; paper, \$6.86; total, \$9.09.	
Ratio between gold and full tender silver, 1 to 15½.	
Ratio between gold and limited tender silver, 1 to 14.38.	
SPAIN.—Population . . . . .	18,000,000
Uses gold . . . . .	\$40,000,000
Uses silver, full tender . . . . .	\$120,000,000
Uses silver, limited tender . . . . .	38,000,000
	<hr/> 158,000,000
Uses paper . . . . .	100,000,000
Total . . . . .	\$298,000,000
Currency per capita: Gold, \$2.22; silver, \$8.78; paper, \$5.56; total, \$16.56.	
Ratio between gold and full tender silver, 1 to 15½.	
Ratio between gold and limited tender silver, 1 to 14.38.	
PORTUGAL.—Population . . . . .	5,000,000
Uses gold . . . . .	\$40,000,000
Uses silver, limited tender . . . . .	10,000,000
Uses paper . . . . .	45,000,000
Total . . . . .	\$95,000,000
Currency per capita: Gold, \$8.00; silver, \$2.00; paper, \$9.00; total, \$19.00.	
Ratio between gold and limited silver, 1 to 14.08.	
AUSTRIA-HUNGARY.—Population . . . . .	40,000,000
Uses gold . . . . .	\$40,000,000
Uses silver, full tender . . . . .	90,000,000
Uses paper . . . . .	260,000,000
Total . . . . .	\$339,000,000
Currency per capita: Gold, \$1.00; silver, \$2.25; paper, \$6.50; total, \$9.75.	
Ratio between gold and limited tender silver, 1 to 13.69.	
NETHERLANDS.—Population . . . . .	4,500,000
Uses gold . . . . .	\$25,000,000
Uses silver, full tender . . . . .	\$61,800,000
Uses silver, limited tender . . . . .	3,200,000
	<hr/> 65,000,000
Uses paper . . . . .	40,000,000
Total . . . . .	\$130,000,000
Currency per capita: Gold, \$5.55; silver, \$14.42; paper, \$8.89; total, \$28.88.	
Ratio between gold and full tender silver, 1 to 15½.	
Ratio between gold and limited tender silver, 1 to 15.	
SCANDINAVIAN UNION.—Population . . . . .	8,600,000
Uses gold . . . . .	\$32,000,000
Uses silver, limited tender . . . . .	10,000,000
Uses paper . . . . .	27,000,000
Total . . . . .	\$69,000,000
Currency per capita: Gold, \$3.72; silver, \$1.16; paper, \$3.14; total, \$8.02.	
Ratio between gold and limited tender silver, 1 to 14.88.	

RUSSIA.—Population . . . . .	113,000,000
Uses gold . . . . .	\$250,000,000
Uses silver, full tender . . . . .	\$22,000,000
Uses silver, limited tender . . . . .	38,000,000
	60,000,000
Uses paper . . . . .	500,000,000

Total . . . . . \$810,000,000

Currency per capita: Gold, \$2.21; silver, .53; paper, \$4.42; total, \$7.16.

Ratio between gold and full tender silver, 1 to 15½.

Ratio between gold and limited tender silver, 1 to 15.

TURKEY.—Population . . . . .	33,000,000
Uses gold . . . . .	\$50,000,000
Uses silver, limited tender . . . . .	45,000,000

Total . . . . . \$95,000,000

Currency per capita: Gold, \$1.52; silver, \$1.36; total, \$2.83.

Ratio between gold and limited tender silver, 1 to 14.28.

AUSTRALIA.—Population . . . . .	4,000,000
Uses gold . . . . .	\$100,000,000
Uses silver, limited tender . . . . .	7,000,000

Total . . . . . \$107,000,000

Currency per capita: Gold, \$25.00; silver, \$1.75; total, \$26.75.

Ratio between gold and limited tender silver, 1 to 14.28.

EGYPT.—Population . . . . .	7,000,000
Uses gold . . . . .	\$100,000,000
Uses silver limited tender . . . . .	15,000,000

Total . . . . . \$115,000,000

Currency per capita: Gold, \$14.29; silver, \$2.14; total, \$16.45.

Ratio between gold and limited silver, 1 to 15.68.

MEXICO.—Population . . . . .	11,600,000
Uses gold . . . . .	\$5,000,000
Uses silver full tender . . . . .	50,000,000
Uses paper . . . . .	2,000,000

Total . . . . . \$57,000,000

Currency per capita; Gold, .43; silver, \$4.31; paper, .17; total, \$4.91.

Ratio between gold and full tender silver, 1 to 16½.

CENTRAL AMERICA.—Population . . . . .	3,000,000
Uses silver, full tender . . . . .	\$500,000
Uses paper . . . . .	2,000,000

Total . . . . . \$2,500,000

Currency per capita: Silver, .17; paper, .67; total, .84.

Ratio between gold and full tender silver, 1 to 15½.

SOUTH AMERICA.—Population . . . . .	35,000,000
Uses gold . . . . .	\$45,000,000
Uses silver, full tender . . . . .	26,000,000
Uses paper . . . . .	600,000,000

Total . . . . . \$670,000,000

Currency per capita: Gold, \$1.29; silver, .71; paper, \$17.14; total, \$19.14.

Ratio between gold and full tender silver, 1 to 15½.

JAPAN—Population . . . . .	40,000,000
Uses gold . . . . .	\$90,000,000
Uses silver, full tender . . . . .	50,000,000
Uses paper . . . . .	56,000,000
Total . . . . .	\$196,000,000
Currency per capita: Gold: \$2.25; silver, \$1.25; paper, \$1.40; total, \$4.90.	
INDIA—Population . . . . .	255,000,000
Uses silver, full tender . . . . .	\$900,000,000
Uses paper . . . . .	28,000,000
Total . . . . .	\$928,000,000
Currency per capita: Silver, \$3.53; paper, .11; total, \$3.64.	
Ratio between gold and full tender silver, 1 to 15.	
CHINA—Population . . . . .	400,000,000
Uses silver, full tender . . . . .	\$700,000,000
Currency per capita: Silver, \$1.75.	
THE STRAITS—Population . . . . .	
Uses silver, full tender . . . . .	\$100,000,000
CANADA—Population . . . . .	4,500,000
Uses gold . . . . .	\$16,000,000
Uses silver, limited tender . . . . .	5000,0000
Uses paper . . . . .	40,000,000
Total . . . . .	\$61,000,000
Currency per capita: Gold, \$3.56; silver, \$1.12; paper, \$8.89; total, \$13.56.	
Ratio between gold and limited tender silver, 1 to 14.95.	
CUBA, HAYTI, ETC.—Population . . . . .	2,000,000
Uses gold . . . . .	\$20,000,000
Uses silver, full tender . . . . .	\$1,200,000
Uses silver, limited tender . . . . .	800,000
Uses paper . . . . .	40,000,000
Total . . . . .	\$62,000,000,000
Currency per capita: Gold, \$10.00; silver, \$1.00; paper, \$20.00; total, \$31.	
Ratio between gold and limited tender silver, 1 to 15½.	

The foregoing figures are immensely interesting to those who are students of the money question which now engages the attention of statesmen and financiers. Those who decry silver as a money metal are confronted with the fact that silver now in circulation throughout the world is in excess of gold only to the amount of \$439,395,000, as follows:

Silver, full tender . . . . .	\$3,469,100,000
Silver, limited tender . . . . .	553,000,000
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	\$4,022,100,000
Gold . . . . .	3,582,605,000
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Excess of silver . . . . .	\$439,395,000

But, deducting the limited silver, which is debased coin, and it is found that gold is in excess of full legal tender, or standard silver, to the amount of \$113,505,000—hence it is folly to assume that silver is likely to displace gold in the money markets of the world.

But there is still another statement relating to gold and silver indicative of the fact that the production of the metals is at war with the idea that silver is liable to displace gold as money. During the past forty-two years, from 1851 to 1892, both inclusive, the world's production of gold has been \$4,834,395,400 and of silver \$3,371,491,000, tabulated as follows:

YEAR.	GOLD.	SILVER.
1851	\$67,600,000	\$40,000,000
1852	132,750,000	40,600,000
1853	155,450,000	40,000,000
1854	127,450,000	40,600,000
1855	135,075,000	40,650,000
1856	147,600,000	10,650,000
1857	133,275,000	40,650,000
1858	124,650,000	40,650,000
1859	124,850,000	40,750,000
1860	119,250,000	40,800,000
1861	113,800,900	44,700,000
1862	107,750,000	45,200,000
1863	106,950,000	49,200,000
1864	113,000,000	51,700,000
1865	120,200,000	51,950,000
1866	121,100,000	50,750,000
1867	104,025,000	54,225,000
1868	109,725,000	50,225,000
1869	106,225,000	47,500,000
1870	106,850,000	51,579,900
1871	107,000,000	61,050,000
1872	99,600,000	62,250,000
1873	96,200,000	81,800,000
1874	90,850,000	71,500,000
1875	87,500,000	80,500,000
1876	103,700,000	87,600,000
1877	114,000,000	81,000,000
1878	179,000,000	95,000,000
1879	109,000,000	96,000,000
1880	106,500,000	96,700,000
1881	103,000,000	102,000,000
1882	102,000,000	114,800,000
1883	95,400,000	115,300,000
1884	101,700,000	105,500,000
1885	108,400,000	118,500,000
1886	106,000,000	120,600,000
1887	105,775,000	124,281,000
1888	110,197,000	140,706,000
1889	123,489,000	162,159,000
1890	113,349,600	172,234,500
1891	120,518,800	186,733,000
1892	130,816,600	186,605,200
	\$4,834,395,400	\$3,371,491,000

It will be observed that during the past forty-two years the production of gold has exceeded the production of silver to the amount of \$1,462,904,400, which demonstrates pretty conclusively that silver is not likely to displace gold by its abundance. It is needless to in-

quire what the stocks of gold and silver amounted to in 1851. Whatever they may have been, the figures show they have practically disappeared from the stocks now held by the commercial nations of the world, as follows:

Product of gold for 42 years . . . . .	\$4,834,395,400
Present stock of the world . . . . .	3,582,605,000

Disappeared . . . . .	\$1,251,790,400
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Here it is shown that not only has \$1,251,790,400 of the world's production of gold during the past 42 years disappeared, but all previous productions, the total in sight being only \$3,582,605,400.

How stands the silver condition? The production of silver during the past 42 years as shown by the table was \$3,371,491,000, and the amount in sight is shown to be \$4,022,700,000. Hence, we have in stock, all that has been produced during the past 42 years, and \$671,209,000 of what may have been produced prior to 1851. The figures demonstrate what has been stated, that the stocks of gold and silver, held by civilized nations prior to 1851, have practically disappeared, since of such stocks, only \$651,209,000 of silver is now in sight. Notwithstanding such facts, the price of silver has of late years declined; declined because, as the friends of silver declare, of hostile legislation, and to this decline is attributed the widespread business demoralization which now afflicts the country.

The tables relating to the use of gold, silver and paper, ratios between gold and silver, full and limited tender, and the amount per capita including paper, are specially interesting. There are nine countries which use gold and silver, full and limited tender. Of these nine countries the ratio between gold and full tender silver in eight of them is 1 to 15½; one, the United States, the ratio is 1 to 15.98—practically 1 to 16. The ratio between gold and limited tender silver in six of these nine countries, is 1 to 14.38, one, the United States, the ratio is 1 to 14.95—and two, 1 to 15. There are nine countries which do not use full tender silver, only limited tender silver. In two of these countries the ratio between gold and limited silver is, 1 to 14.28; one, 1 to 13.957; one, 1 to 14.08; one, 1 to 13.69; one, 1 to 14.88; one, 1 to 15.1; one, 1 to 15.68, and one, 1 to 14.95. There are six countries which do not use unlimited tender silver; only full tender silver circulation. In these six countries, the ratio between gold and silver is, in three of the countries, 1 to 15½; one, 1 to 16½; one, 1 to 16.18 and one, 1 to 15. Taking the fifteen countries which use full tender silver, we have eleven in which the ratio is 1 to 15½; one, 1 to 15.98; one, 1 to 16½; one, 1 to 16.18, and one, 1 to 15, showing that 1 to 15½ is the prevailing ratio, the United States, Mexico, Japan and India being the exceptions.

In the matter of currency *per capita*, the amounts given in twenty-five of the twenty-six countries have a wonderfully wide range—the lowest, Central America, is content with 84 cents per capita, while France the highest, demands \$40.56 per capita. In the list the United States stands sixth as follows:

France, per capita	\$40.56
Cuba, Hayti, etc., per capita	81.
Netherlands, per capita	28.88
Australia, per capita	26.75
Belgium, per capita	25.53
United States, per capita	24.84

The study of ratios between gold and silver and the amount of money *per capita* to carry forward business are perplexing problems, particularly the *per capita* matter. While France maintains \$40.56 *per capita*, England gets along with \$18.42 *per capita*, and Germany with \$18.54. Referring to the tables we publish, the reader may find data for profound reflections relating to money, the progress of civilization, the happiness of the people, including education, religion, etc.

The friends of silver declare furthermore that the decline of silver has caused the decline of certain staple products of the country which now contributes to the fierceness of the panic—and as an example, wheat and cotton are named to illustrate the fact, tabulated as follows:

YEAR.	WHEAT.	COTTON.	SILVER.
1872 . . . . .	1.47	29.3	1.32
1873 . . . . .	1.31	18.8	1.29
1874 . . . . .	1.43	15.4	1.27
1875 . . . . .	1.12	15.0	1.24
1876 . . . . .	1.24	12.9	1.15
1877 . . . . .	1.17	11.8	1.20
1878 . . . . .	1.34	11.1	1.15
1879 . . . . .	1.07	9.9	1.12
1880 . . . . .	1.25	11.5	1.14
1881 . . . . .	1.11	11.4	1.13
1882 . . . . .	1.19	11.4	1.13
1883 . . . . .	1.13	10.8	1.11
1884 . . . . .	1.07	10.5	1.01
1885 . . . . .	.86	10.6	1.06
1886 . . . . .	.87	9.9	.98
1887 . . . . .	.89	9.5	.97
1888 . . . . .	.85	9.8	.93
1889 . . . . .	.90	9.9	.93
1890 . . . . .	.88	10.1	1.04
1891 . . . . .	.85	10.0	.90
1892 . . . . .	.80	8.7	.86
1893 . . . . .	.72	7.3	.78

Such figures carry convictions. From them there is no appeal. In the insidious march of events, resulting from vicious legislation, a panic has been evolved, and labor, like wheat and cotton, has received a paralyzing blow, and a storm cloud overhangs the country, with only the faintest tracing of a bow of promise on its threatening front.

## WHO PAYS TAXES?

In certain quarters the declaration is made that the few pay all the taxes and that the many escape taxation. As a result the few claim to be citizens par excellence, while the many are regarded as a species of paupers who have no right to be heard in shaping the policy of government from a township to a state. The *Chicago Times*, in a recent issue, discusses the subject and lets in a flood of light which ought not to escape attention. It says:

Who is a taxpayer? It is necessary to have a definition if we would understand any discussion whatever of economics. There is an assumption upon the part of many persons that unless a citizen is the owner of real estate or personality listed for taxation he cannot be regarded as a taxpayer. This is a fallacy. How great a fallacy it is will appear if a little thought is taken. Whence does the general government derive the bulk of its revenue? From the tariff and from internal revenue taxation. It collects the former in the first instance from the importer, in the second from the manufacturer and the dealer. But do these men alone pay the tax? Not at all. They pass it along to the consumer. All consumers, however, are not tax payers. A certain number of dependents have no means—children, for instance. But every producer, every head of a family, be the same man, woman or child, is a tax payer. So much as to federal taxation. Now as to local taxation. Take the people at Pullman for illustration. No one there pays directly taxes on the real property occupied by him, the reason being that he is not an owner. The land and all the houses are owned by a company. But can it be said that the lessees, if their personal property is not listed, are not tax payers? It can not truthfully be said. Why? When the company lets its houses it fixes the rent, and the rent is what? A return upon the investment plus the cost of taxes and insurance and repair. Every tenant of Pullman, though no tenant of Pullman goes personally either to town or county collector with the amount taxed against the tenement he occupies, is a tax payer. The taxes have been taken into account in determining his rent, and the fact that he is a rent payer makes him actually the tax payer on the assessed premises. In one case his landlord is only his agent in paying personally for the taxes assessed against the premises. Every rent payer is a tax payer. Every consumer who settles the obligations incurred by himself or persons dependent upon him is a tax payer. In short, every person, no matter how poor, who is not a dependent or a pauper is a tax payer. He pays local taxes, county taxes, state taxes, national taxes. The indirection in the process amounts to nothing. A tax falls on him.

More than this. The poor man who is a producer pays as a rule more taxes in proportion to his means than the rich man. The rich man has the best end of it. While he extends heavy taxes against tenantry he takes care that light taxes are extended as against himself. Indeed he profits by taxation, adding generally double what he pays to the tenant.

There ought not be any confusion on this important matter. Every occupant of a building who pays rent, every lodger paying for his bed, every man buying a coat, every citizen earning money and supporting himself or others is a tax payer, a payer of local as well as national taxes.

In the foregoing it is shown in a way not to be successfully controverted that all classes of men who live in houses, regardless of ownership, pay taxes, help support the government and therefore are not to be classed with paupers, who do not pay taxes.

To give the matter special conspicuousness, we give an illustration, one of ten thousand instances, showing what a man pays who rents property, land and buildings, valued at say, \$1,500:

Annual interest on investment, \$1,500, at 6 per cent . . . . .	\$90 00
Insurance, say . . . . .	20 00
Repairs, say . . . . .	20 00
Taxes, say . . . . .	20 00
Total . . . . .	\$150 00
Rent, one year, at \$12.50 per month . . . . .	150 00

In this, it is seen, that the tenant not only pays the taxes on the property rented, but insurance and repairs and interest on the investment. This being absolutely true, why should the landlord or others assume that because the tenant does not own the premises, therefore he does not pay taxes, and further, that he should keep silent when questions relating to the public welfare are up for discussion and action? The avowals that only owners pay taxes, have been so numerous and have been made with such emphasis and impudence that it is doubtful if there are not thousands of tenants who believe the debasing falsehood, and who begin to entertain doubts as to their rights to participate in public affairs. It suits the plutocratic class exactly, since to the extent that they can impose the heresy upon the minds of workingmen who live in rented houses that they pay no taxes, the more easily they can carry forward their debasing programme and the more extensively perpetrate their robberies. This clamor about the rich supporting the government is one of the phases of paternalism which so many cranks are ceaselessly striving for, unable to comprehend that paternalism means that the government shall support the citizen rather than that the citizen shall support the government; forgetting that the government can have no revenues of any description that are not drawn from labor.

During the years of slavery in this country—a reign of paternalism—the slave was taken care of by his master, and the poor, degraded victim of paternalism never dreamed that he took care of his master, and that but for him his master would perish. And now, when it is asserted that tenants pay no taxes, the intention is to make it appear that only the rich support the government, in doing which they support all who live in rented houses.

The time is fully ripe to expose such vicious falsehoods and to check the growth of the degrading craze of paternalism and consign it to the limbo of vagaries.

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In 1873 there was no silver in the treasury of the United States and very little in circulation; there is now in the treasury and in circulation \$490,000,000, and last year the United States produced \$60,000,000 of the metal. Silver has been money for more than 3,000 years.

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THE bridge over the St. Lawrence river is 9,144 feet long. The longest bridge in the world.



## THE TEACHING OF CHRIST.

Cardinal Gibbon, in an address, delivered at Chicago at a recent date, among other things said:

The Savior of mankind never conferred a greater temporal boon on mankind than by ennobling and sanctifying manual labor, and by rescuing it from the stigma of degradation which had been branded upon it. Before Christ appeared among men manual and even mechanical work was regarded as servile and degrading to the freemen of pagan Rome, and was consequently relegated to slaves. Christ is ushered into the world not amid pomp and splendor of imperial majesty, but amid the environments of an humble child of toil. He is the reputed son of an artisan, and his early manhood is spent in a mechanic's shop. "Is not this the carpenter, the son of Mary?" The primeval curse attached to labor is obliterated by the toilsome life of Jesus Christ. Ever since he pursued his trade as a carpenter he has lightened the mechanic's tools, and has shed a halo around the workshop. If the profession of a general, a jurist, and a statesman is adorned by the example of a Washington, a Taney and a Burke, how much more is the character of a workman ennobled by the example of Christ. What De Tocqueville said sixty years ago of the United States is true to-day—that with us every honest labor is laudable, thanks to the example and teaching of Christ.

It is always a little difficult to discuss Christianity in connection with what Cardinal Gibbon calls "manual labor." Certainly Christ was referred to as "the carpenter's son," and as "the carpenter," and because he was a carpenter, and the son of a carpenter, the Jews, in his "own country," treated him scornfully, to an extent that "he could there do no mighty works," and from that day to the present, the church, though in some countries clothed with imperial sway, has done no "mighty works" for manual laborers. All along the line, the church has ceaselessly pointed to Christ as "the son of a carpenter" and "the carpenter," but to what extent such references have benefited carpenters, or the sons of carpenters, or manual laborers of any class, it would be difficult to find out. Cardinal Gibbon says, "Christ is ushered into the world not amid pomp and splendor of imperial majesty but amid the environments of an humble child of toil." Has the church emulated the humility of Christ? Is the church free from pomp and splendor? Cardinal Gibbon says, "Ever since he pursued his trade as a carpenter, he has lightened the mechanic's tools." When, where, in what Christian land has the mechanic's tools been lightened (by which is meant, we presume, that his toil has been lightened) by any act of the church? by any decree of the church? The church, like "men of words and not of deeds, is like a garden full of weeds." We give the church credit for every generous word it has spoken.

We are glad to believe the acts and precepts of Christ were designed, as the cardinal says, to benefit manual labor, to elevate and dignify labor, but it so happens that in Christian lands labor has been required to fight its battles alone and single handed. True, in the United States, labor has advanced a little, that is to say, organized labor has shown a determination to move up to a higher plane, but as a general proposition it has moved by virtue of the force of

organization. We doubt if by searching all the records in all the archives of christendom, there will be found so much as the "scratch of a pen," showing that the church ever formulated or formulated a decree informing men that the degradation of labor was a crime and in violation of the precepts of Christ. Something may have been done in the way of emancipating slaves, redeeming them from chattel bondage, but even in this the church has been divided. But we are discussing manual labor aside from chattel slavery and we recall nothing, indicating, even remotely, the obligations of the church to do more than to exhort to patience, to bear afflictions, and vague promises of something better when the tools of toil fell from the grasp of the toiler, and death removed his burdens.

Even as we write we have before us the self-laudations of a divine, in which he tells how many addresses he has delivered before college students, how anxious he has been to have his church in vital alliance with higher education, and how literary and Shakespearean clubs have been profited by his labors, but in all this stilted self-commendation, there is not one word showing that he cared more for working men than he did for working cattle.

We do not hesitate to believe there is an awakening in the church, betokening a livelier interest in "manual labor." We hail it as a cheering sign of the times, but once let organized labor put its trust in anything else than organization and its doom will be recorded then and there.

Every blow organized labor strikes for the emancipation of labor has the indorsement of Christ. It is, reverently speaking, in alliance with Christ to oppose pomp and splendor, always and everywhere designed to degrade labor and fasten upon the world the abominations of paganism utterly regardless of the name it wears.

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REPORTS have it that the oldest railway in Germany was opened in December, 1835, between Nuremburg and Furth, and notwithstanding the fact that the road in England, between Liverpool and Manchester was then in full working order, the Germans did not care to engage in the business, and it is said that "the greatest difficulty was found in raising the capital for the new line, though only about \$55,000 was required. The most absurd objections were raised, and in 1834 the shares were at 30 per cent discount. However, in 1835, a Bavarian engineer returned from working on American railways, and under his care the line was completed in eight months. The original shareholders were very handsomely rewarded. The traffic increased so rapidly that the stock soon rose to 500 per cent. premium. From 1835 to 1860 the line was worked by horses in the forenoon and by steam in the afternoon, the idea being to save money. The manager was paid only \$500 a year and the traffic inspector \$200. The engine driver, who was sent out by Stephenson, was paid \$625 a year, and thus received more than his nominal chiefs."

# CONTRIBUTED.

## CAPITALISM.

BY JOSÉ GROS.

We are in favor of capital and down on capitalism. We want the working capitalist to thrive. We want the scheming or loafing capitalist to perish. The reformer in economics should make a difference between these two classes of capitalists. He should understand that capitalism, the loafing or scheming capitalist, is but an excrescence in social growth, an unnatural product, just as much so as a baby with two heads.

It is to be regretted that most men, and so most reformers, the socialists included, have always taken effects for causes. Because capitalism rules the fabric of civilization with a rod of iron, shall we endeavor to suppress the capitalist? Because trusts and combines do threaten to control most of the wealth of nations shall we convert nations into formidable official combines or trusts? Is it not far easier and more natural to make trusts and the like unnecessary by seeing that all workers become capitalists?

Capitalism means large aggregations of wealth, or capital concentrated into the hands of the few. Why such a concentration? Because of large concentrations of land in the hands of the few, and most especially of land in strategical points and belts. Remember that there is a great similarity between industrial and military battles. In both you need strategical centers, certain belts of country, direct roads and water courses, bays and seaboard, with its localities for the collection of supplies, &c., &c. It is not the extent of territory over which an army spreads itself that gives to that army the possession and mastery of that country. Oh, no! That mastery is only obtained by the control of certain positions and lines of communication. All military campaigns are successfully carried out by superior strategy, as long as the disparity of forces and resources is not extremely great. And even a considerable disparity is apt to be overcome by superior strategy.

Our socialistic friends don't seem to have any conception of strategy in industrial battles. For instance, they cannot see that a combine, such as that of Carnegie's mills, could not exist for any length of time without the control of enormous quantities of land in the coal regions, in iron mines, in railroads, in vast sections of land improved and unimproved around their mills, when not in the heart of large cities, and even in the latter, sometimes. There is a certain iron concern in Pittsburgh, of the Carnegie species, with the bagatelle of sixty acres of enclosed land worth at least \$3,000,000. And

that value is always rising at a great ratio. From 1860 to 1890, while population doubled in the nation, the land values increased by four, or very near.

And most of our land values, to whom do they belong? To the very stockholders and officers of our corporations, trusts and that sort of cattle. They control not only most of the twenty-five billions monopoly land value of improved land, but also most of the thirty-five billions monopoly land value of unimproved land. We mean, by the latter, what our unimproved land would bring to-day if somebody could buy it at the price asked by the holders.

About six years ago the writer, in his long trip through several states of the Union, calculated that the total land values, improved and unimproved, through the nation, could not be far from fifty-five billions. Such an estimate rested on the asking price of land in cities, towns, villages and hamlets, also within three miles of them, also within seven or eight miles, that is, within three zones. And everywhere he noticed the same story, viz: relatively a few controlled most of the land, improved or not, through direct title or mortgage.

About ten years ago the president of the Southern Pacific railroad plainly stated that 60 per cent. of the land in California was controlled by 100 men. He forgot to add—and the most valuable. Because, you can notice that the shrewd monopolist seldom bothers himself with land not more or less subject to a good rise, or some of it conducive to bring a rise on the rest, by keeping it at a high price. It is just such a loose, gigantic land trust, or combine, or land conspiracy, if you like, principally composed of 100,000 men out of our 65,000,000 population, it is that alone, at the foundation of the industrial compact that makes all other trusts or combines possible.

Just as that cosmical scheme that we call the force of gravitation controls our whole planetary system, so our land monopoly scheme controls all our industries and commerce, all labor and all capital, or wealth, all the machinery of production and exchange. What is land but the central wheel which alone through labor can move all the other wheels, the tool which alone can set the other tools in motion, the instrumentality which alone can vitalize all machinery, call it by whichever name you like.

Take for instance a given machine with 100 wheels, one of them, the largest and most central, imparting, of course, all motion to the rest, because first receiving the action of horse power, water power, steam or electricity. There you have a symbol of the industrial fabric. The grand central wheel is land. The power that sets it in motion is labor. All the other wheels are but labor created tools, created through the materials we find in land, in that land of ours, so insignificant to our socialistic friends. And so you find socialism telling us that a few capitalists can control all labor created tools, even if labor should control the source from which alone such tools can be produced. Suppose that to-morrow a general earthquake should swallow up all our tools of production. We would produce a new set. And it would not be the old capitalists, but the old workers,

that would perform the job. And the latter could only do that provided they were allowed to use land. And they would do it much quicker if they were permitted to use land freely, without monopolistic rents pocketed by a few schemers.

Take, now, the bonanza farms, with 20,000 or more acres, with their steam machinery, &c., producing wheat at \$6 per acre, when the small farmer, with hand and horse tools, can only produce wheat at \$20 per acre. What makes the bonanza farm possible? The multitude of men forced to sell their labor for a song because robbed of their fundamental right, that of free access to land. Suppress that iniquity through any simple process you may see fit to choose, and all bonanza farms shall go to pieces just as all large industrial combinations needing large numbers of slaves—slaves because deprived of access to land—would vanish like a dream, under free access.

Some may say: "But why deprive us of wheat at 50 cents per bushel and force us to pay \$2 per bushel, and why pay double for coal and iron, &c., &c., because of the conversion of large concerns into small ones, the former representing masses of stockholders, the latter limited groups of working capitalists?" Friends and gentlemen, we don't want low prices at the expense of low wages or labor earnings. We simply want low prices at the expense of monopoly profits. There is no greater curse in the social organization than that of low prices when they mean the starvation wages of slavery, or a mere human animal life, with mighty little of that joyful manhood without which life is not worth living.

And now let us suggest a new train of thought. Why have we in the last thirty years invited the development of inventive genius in machines of great cost and colossal power? Because of our vast concentration of land in the hands of the few, placing millions of workers at the mercy of the few. It is then alone that the few are in need of machines of great power, and can afford to pay a high price for them. That alone evolves demand for such machines. Suppress such abnormal concentration of land, in quantity as well as in quality, in area as well as in value, in centers of population or away from them, and that alone shall reverse the course of our abnormal social growth, past and present. We shall then find that subdivision of land is far more profitable than land concentration. That shall force the inventive genius into machines of small cost, because supply always meets demand. We shall then have electric motors of little cost, so that each small farmer may have one for his plow and one for his wagon, and the small manufacturer one for his ten or twenty looms, and so with all other industries and commercial processes. Does that look dreamy or fantastic? Well, such developments would simply correspond to that grand law of nature which increases the product of labor in proportion to the freedom enjoyed by the individual worker.

We all know that servitude and chattel slavery were always less productive than wage slavery, although the latter is but a very small

advance on the former. Suppress wage slavery, make it possible for small groups of coöperative working capitalists to thrive, or even for any individual with a small capital to flourish, all because absence of land concentration has made capitalism impossible, unprofitable, and you would no doubt increase by two, by four, by six, the productive power of labor, because of really free labor for the first time in human history! And that increased production would remain in the hands of laboring men, themselves working capitalists, with no capitalism anywhere in the horizon of the industrial world.

That law of nature in regard to increased production resulting from greater freedom with the worker, alone would make socialism a wretched failure. And the reason is simple enough. Under the socialistic scheme each individual would become a little wheel in a machine with millions of wheels, and no amount of political freedom could change that. Hence low rates in production because of insufficient industrial freedom with the individual.

Another great law of nature is constantly overlooked by socialists. It is as follows: Take two belts of land, A and B, with 20,000 acres each, equally well situated, and have 500 families close to each belt, but not to the other. Place belt A for sale at auction in plots of 2,000 acres each, and belt B in plots of five and ten acres to each family. In both cases sale per annual rent for a few years. The latter will bring much higher prices than the former. The small holder can always pay a higher rent than the large holder. In belt A the whole 20,000 acres shall be sold right off. In belt B only a small portion of the 20,000 acres shall be disposed of, the best situated of all, and each family group shall have a patch of land. In belt A you shall have ten plutocrats and 490 families of industrial slaves. In belt B you shall have 500 families of working capitalists.

In belt A you have the symbol of past and present civilization evolving capitalism and slaves, because of land monopoly.

In belt B you would have a civilization of working capitalists and free men, because—because of free land, free from the demon of monopoly. You would then have an individualistic civilization instead of the past and present ones, all of them more or less socialistic, because failing to respect some of the cardinal, natural, God given rights to individuals. And socialism proper is but the cancellation of the individual as an industrial unit. What right has society to control the products of labor and fix the earnings of each worker? None, if we want to respect God's eternal laws of ethics. Socialism proper is capitalism with a vengeance—industrial despotism.

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AUSTRALIA has a native animal that is a whole Columbian Exposition in itself. It is the *ornithorynchus paradoxus* and is shaped like an otter, has fur like a beaver, is web-footed like a swan, has a bill like a duck, a tail like a fox, is amphibious and lays eggs.

## THE IRON LAW OF WAGES.

BY WILFRED P. BORLAND.

Ricardo's law of wages—called by Lasalle “the iron law”—is one of the strong points of socialism. Indeed, in the earnestness of their propaganda, the socialists are not at all particular about adhering strictly to facts whenever they set out to condemn the capitalist system from the iron law standpoint. Marx very properly repudiates the silly assumption that the tendency of wages to approach the minimum necessary for the laborer's subsistence and reproduction is the inevitable consequence of the workings of natural law. He shows, rather, that such tendency is thoroughly unnatural, the result of our peculiar social organizations; and it is upon this showing that the principal argument for the complete reorganization of society is based. It is assumed that the capitalist system is responsible for the law, and, therefore, to escape its consequences, the capitalistic system must be abolished. To give effect to this law, we must have this condition: there must be, on the one hand, a sufficient body of laborers who are stripped of all command over any of the means and instruments of production, and who have command of but a single commodity, *i. e.*, their labor-power, which they freely offer for sale in the open market to, on the other hand, the capitalist producer, who has command of all the means and instruments of production, and who is recognized as the exclusive owner of the product resulting from the exertion of the labor-power he has purchased under the conditions here given. Marx is very explicit on this point; throughout his book he emphasizes the necessity for the existence of this condition by numerous expressions like the following:

“The capitalist system presupposes the complete separation of the laborers from all property in the means by which they can realize their labor.”

“For the conversion of his money into capital, therefore, the owner of money must meet in the market with the free laborer—free in the double sense: that as a free man he can dispose of his labor-power as his own commodity, and that on the other hand he has no other commodity for sale, is short of everything necessary for the realization of his labor-power.”

“In themselves, money and commodities are no more capital than are the means of production and subsistence. They want transforming into capital. But this transformation itself can only take place under certain circumstances that center in this, *viz.*, that two very different kinds of commodity-possessors must come face to face and into contact; on the one hand, the owners of money, means of production, means of subsistence, who are eager to increase the sum of values they possess, by buying other people's labor-power; on the other hand, free laborers, the sellers of their own labor-power, and therefore the sellers of labor.”

Marx's analysis of the process by which the surplus-value created by the laborer is absorbed by the capitalist, is exceedingly acute and exhaustive, but he never for a moment admits into his premises the possibility of the laborer being in possession of anything other than his bare labor-power; he must be a free proletarian, stripped bare of everything save the simple power, residing within himself, of applying his labor to the production of commodities. I am inclined to believe, then, that Mr. Stuart has departed somewhat from the teachings of socialism when he gives the workingman his rights in the land, and still subjects him to the influence of the iron law; he has an exceedingly large sized contract on hand when he attempts to prove his assertions on that point by something other than presumptive evidence. Mr. Stuart erred in not adhering to the conditions of the problem; I shall endeavor to show that; also, how the single tax will increase wages. It is easy to give "reasons, not rhetoric or rhapsodies," to support such a showing; and good reasons at that. The capitalist system of production is recognized by the socialists as having only attained its complete development since the introduction of machinery and the organization of industry on a large scale, which process began in England in the latter half of the last century; and it is to this particular development that the critical part of their doctrine mainly refers. The socialist position is stated quite plainly by Mr. Stuart when he says that "under the conditions that obtain with us, the ownership of the machinery of production is the principal means by which surplus value is extracted from labor." And it is funny he did not see that the qualification which he admitted into that sentence, destroyed the force of his assertions concerning the iron law. The above sentence states a truism; it is quite certain that it is his ownership of the machinery of production that enables the capitalist producer to extract surplus value from the laborer, but that little qualification, "under the conditions that obtain with us," leaves room for much honest difference of opinion concerning the organic portion of the socialist's doctrine. When we come to discuss the means to be employed for getting rid of the iron law, we must first discover what produced the law. If history shall show that it is the product of the particular development of capitalism which forms the subject of socialistic criticism, then must their organic doctrine be accepted; but if, on the contrary, it shall appear that there is not a particle of historical evidence to show anything of the kind, then it is certainly excusable to doubt that the socialization of all the means and instruments of production is the just and only remedy for the accomplishment of the desired end. Let us see: Previous to the Thirteenth century the English workingman was a serf, a veritable slave, subject entirely to his lord's will and pleasure. There was then no such thing as wage labor, in the modern acceptance of the term, except in rare instances. By reason of causes which need not be enumerated here, he gradually emerged from this condition, and, according to Rogers, ("History of Agriculture and Prices") by the end of the reign of Henry III., in 1272, the



mass of the English people had passed from the condition of serfs to that of freemen, a small money rent or a fixed and invariable amount of service having been substituted for the right which the lord had previously enjoyed of commanding the services of his dependents at his own pleasure. At first the lords were led to refrain from demanding any labor beyond certain regular fixed services, such as appertained to their serfs' holdings of land, then these services themselves were gradually diminished in amount, and finally they were made commutable into money rent. The commutation, like the service it replaced, was fixed in amount, but at first the lord could exact the service instead of its money equivalent, while the tenant could also insist upon giving the service, instead of the money, if he chose to do so. In course of time, however, the payment of money rents became an established custom, and the exaction of service rents disappeared from the customs of the country. This change in the status of the serf left him in control of his own time, and if he could produce for himself a surplus over what was required to pay his dues to his lord, he was free to do so. Moreover, as the lord could now demand from him nothing but a fixed money payment, if he desired to secure his service as a laborer, he must pay him stipulated wages. Thus there gradually grew up a large body of free paid laborers in the country as well as in the cities, and that was the condition of affairs when the black death burst upon the country in 1348, and swept one-third of the population out of existence. Immediately wages rose to thirty and fifty per cent. above the former figure. The lords resisted the payment of the increased wages by every means in their power; they attempted to assert their old authority over the laborers, but their authority was dead; serfdom was virtually at an end, the serfs went where they would and demanded what wages they would, generally getting what they demanded. The lords appealed to Parliament for relief, and in 1349 was passed the famous Statute of Laborers, which fixed wages at the rates that had prevailed before the plague and provided for the enforcement of its enactments by means of fines and punishment. The statute provided a penalty for employers who should pay more than the established rates of wages, as well as for the working man who should receive them; still wages rose. In 1360 the statute was further strengthened and stronger penalties added; laborers were imprisoned and branded on the forehead for attempting to leave their employment in search of other, and in 1363 the dress of workmen was prescribed by law so that runaways might be more easily apprehended. Yet, in 1376, the House of Commons complains that masters are compelled to give their servants high wages to prevent them running away. The attempt to enforce the old conditions of serfdom led to the insurrection of 1381, when the peasants demanded of the King "that ye make us free forever, ourselves, our heirs, and our lands, and that we be called no more bond, or so reputed." The peasants were put down; but it is a matter of history that their condition continued to improve, and, in spite of

successive Acts of Parliament, loaded with penalties against workmen, wages in all occupations continued to rise and remained high all through the Fifteenth century. Under Henry VI justices of the peace were empowered to fix the price of labor every Easter and Michaelmas, by proclamation; but they might as well have kept their proclamations to themselves as they had no appreciable effect on wages. The law of supply and demand was stronger than the law of Parliament, and it was working naturally for the workingman's benefit. This period of the Fifteenth century has been very appropriately termed "The Golden Age of the English Workmen." Now, what power had the workingman at that time that, in spite of the fact that he was utterly destitute of political influence, and in spite of the laws which were continually directed against him, enabled him to influence the rate of wages to his own benefit? Let that eminent socialist, W. D. P. Bliss, answer. "The Fifteenth century is the Golden Age of English labor. Why? Not solely, but mainly, because the distribution of land was carried to almost all. A landless man was an outlaw, one registered in no manor. Land ownership may not have been universal, indeed theoretically never existed at all, but every man, even the poorest, had a little land for use, and so long as he paid due tax in the way of feudal service, he had for that use of land an actual fixity of tenure. \* \* It compelled high wages. When the laboring man could not obtain wages he thought sufficient, he could simply live upon his little allotment, and paying a slight feudal service, maintain a humble yet not impossible existence. He was not compelled to compete for wages. The employers were compelled to compete for workmen. This is the great fundamental difference between mediaeval and modern times. \* \* \* When the laborer is not compelled to sell his working strength for what he can get, he can begin to sell it for what it is fairly worth. The Golden Age was golden because each humblest Englishman was rendered to some extent financially independent by the right to the use of a little land."

Up till the beginning of the Sixteenth century there is no indication of the existence of Ricardo's wonderful, natural, law of wages, although the Malthusian conditions upon which the law is founded had been actively present for a century and a half; but we shall soon see it. Fortescue, Lord Chief-Justice to Henry VI., thus describes the condition of the English people in his time:

"They eat plentifully of all kinds of flesh and fish. They wear woolen cloth in all their apparel. They have abundance of bed covering in their houses, and all other woolen stuff. They have great store of all implements of household. They are plentifully supplied with all instruments of husbandry, and all other things that are requisite to the accomplishment of a great and wealthy life, according to their estates and degrees."

When Henry VII ascended the throne he set to work to break the power of the nobles who had caused his kingly ancestors so much trouble. With this end in view he discouraged the practice of keep-

ing up the private bodies of retainers which was such a feature of the feudal system; he imposed a fine of £15,000 upon the Earl of Oxford for having greeted him with 5,000 of his retainers, in livery, while on one of his tours through the kingdom. These retainers had the same feudal rights to the land comprising the manorial estates as the lords themselves; however, they were now turned adrift without those rights being recognized; the lords, for the first time, claimed their estates by right of *possession* instead of by right of *use*. This was the starting point in the creation of that vast industrial proletariat that was soon to appear. The general substitution of money rents for personal services had brought about the result that the lords were no longer interested in the preservation of the small tenant, since it was more convenient for them to draw the same amount of rent from a smaller number; it was also advantageous to them to diminish the number of claimants to rights in the manorial pasture as far as possible. Consequently, when they had once claimed their estates by right of possession, they began to evict the small tenants and turn their combined holdings into single larger ones. These enclosures and evictions went on rapidly; the evicted ones, thus deprived of their means of living, were thrown into the ranks of the proletariat. The high price of wool about this time made it more profitable to keep sheep on the land than men, and large districts were entirely depopulated to make room for flocks of sheep, and the lords did not stop at turning their tenants off of the manorial estates for this purpose, but seized and enclosed the common lands also. An act passed in the reign of Henry VII in the year of 1488, recites "that many houses and villages in the kingdom are deserted, the arable land belonging to them is enclosed and converted into pasturage, and idleness (the cause of all evil) is therefore generally prevalent. Where, formerly, two hundred men supported themselves by honest labor, are now to be seen only two or three shepherds." We have now the first appearance of the iron law. vast numbers are driven from the land and forced into the ranks of mere wage-earners, and wages began to decline. It only wanted the crimes of Henry VIII, in confiscating the lands and revenues of the guilds and monasteries, to force wages to the barest subsistence point and bring forth the iron law in all its rigor; we see its operation continually from that time on. It is not necessary to recount the miseries of the workingmen during this period of transition from the old conditions to the new, they are matters of history.

In the words of Rogers, "In the fourteenth and fifteenth centuries the laborer secured increased wages in the midst of decreasing prices. In the sixteenth the reverse which he suffered was far more considerable than the advance which his forefathers had gained." "Increased wages in the midst of decreasing prices" is something which the followers of Ricardo would hardly admit as a possibility, for any length of time. If they did they would have to give up their belief in the iron law. Marx says "the capitalistic era dates from the sixteenth century." The iron law also dates from

the sixteenth century, and the capitalistic system is its complement. Marx does not pretend to deny that the system of capitalistic production for profit antedates the sixteenth century. What he means by the capitalistic era is the point of time from which the wage-worker becomes absolutely dependent on the capitalist producer for his means of living. What he means by the capitalistic system is the system we have to-day, wherein, when the capitalist refuses to produce the workingman must beg or steal in order to live. The position of the workingman in the pre-capitalistic era is admirably stated thus:

"The class of wage laborers which arose in the latter half of the fourteenth century formed then and in the following century only a very small part of the population, well protected in its position by the independent peasant proprietary in the country and the guild organization in the town. The subordination of labor to capital was only formal, *i. e.*, the mode of production itself had, as yet, no specific capitalistic character. Variable capital preponderated greatly over constant. The demand for wage-labor grew, therefore, rapidly with every accumulation of capital, while the supply of wage-labor followed slowly. A large part of the national product, changed later into a fund of capitalistic accumulation, then still entered into the consumption of the laborer." And he rightly says that "the expropriation of the agricultural producer, of the peasant, from the soil, is the basis of the whole process." (By which the capitalistic system is perfected.)

The expropriation of the laborer from the soil creates a relative surplus population, which forms an "industrial reserve army"—an absolutely necessary factor to the formation of the perfected capitalist system. Marx shows this quite plainly: "Capitalist production can by no means content itself with the quantity of disposable labor power which the natural increase of population yields. It requires for its free play an industrial reserve army, independent of those natural limits." This reserve army can only come from the land; capital must first deprive the laborer of his rights in the land before it is able to create that reserve army which, fiercely competing for the means of living, forces wages down to the lowest subsistence point and creates the iron law. Instead of the capitalist system being responsible for the law, the law is the condition precedent to the establishment of the system. The system, of course, creates its own conditions for the maintenance of the law, after it is once on its legs, but it can by no means get on its legs until after the laborers are completely deprived of their rights in the land and the iron law becomes a fact. How necessary it is for the laborer to be completely divorced from the land in order to keep the reserve army of capital up to the proper point to correspond with the needs of capitalist accumulation, is capable of historical proof in England. The agrarian movement of the sixteenth century, although it created a reserve army more than sufficient for the needs of capital at that time, did not completely divorce the laborer from the soil; there still remained

vast stretches of common land which the newly created capitalists dare not touch. In spite of poor laws and laws of settlement, concocted expressly for keeping the reserve army in harmony with the needs of capitalist accumulation, the common lands formed a lever by which the laborers were able to raise themselves out of the condition in which they had been plunged, and by the middle of the seventeenth century wages began to rise. The nascent manufacturers of the period required a greater reserve army than was set free from agriculture, and in 1680 a member of the House of Commons remarked that "the high wages paid in this country makes it impossible for our textures to maintain a competition with the produce of the Indian looms."

During Cromwell's time, Parliament did not trouble itself about the laborer, and wages continued to improve. In 1704 Defoe said that it was incontestable that there was "more labor than hands to perform it." After the restoration a course of legislation was undertaken to keep wages down, and in 1709, in the reign of Anne, was passed the first of the enclosure acts whereby the people were robbed of their common lands. During the fifty years between the passage of the first enclosure act and the end of the reign of George II., there were passed 244 acts, converting about 350,000 acres of common land into private property, and the reserve army was kept within proper limits.

The reign of George III began with the era of machinery, in 1760; the new mode of production required the services of a reserve army that could be depended on and enclosures now began in earnest. Three thousand, four hundred and forty-six acts, enclosing 3,500,000 acres, were passed during the reign of this sovereign, and during the

period from 1760 to 1843 nearly seven millions acres of land were stolen from the English workingmen by their capitalist masters in Parliament. Who, that has paid any attention to the horrors that called forth the factory acts in England, can bring himself to believe that workingmen could have been forced to endure such sufferings if they had not been so entirely alienated from the land? Socialists condemn single taxers because they devote their attention exclusively to the monopolization of land, and ignore the great evils which have been brought about by the monopolization of machinery. Single taxers do not ignore the evils which spring from the monopoly of the machinery of production, but they hold these evils to be secondary effects of land monopoly; they claim that it would be impossible to place the workingman in subjection to the machinery lord if he were not first deprived of his rights to the land, and in making that claim they stand upon solid ground.

Take the course of events in our own country. It would seem as though the United States presented an inviting field for the exploitation of labor by machinery in the early part of this century; abundant and cheap raw material, cheap land, good government, everybody anxious to have capital take hold and develop our resources. Surely, here was an inviting field for English manufacturers, where they

might plant their machinery and exploit labor to the full rate of surplus value, unhampered by obnoxious factory legislation. But they didn't do it, and many a capitalist went broke in those early days in the attempt to establish the capitalist system before the conditions were ripe for it. Those who have read Cooper's novels will remember the passage in "The Pioneer," where, in describing the ancestors of Marmaduke Temple, he says: "It is, however, a subject of curious inquiry, at the present day, to look into the brief records of that early period and observe how regular, and with few exceptions, how inevitable were the gradations, on the one hand, of the masters to poverty, and on the other, of their servants to wealth. This is a very common course of things, even in the present state of the union; but it was peculiarly the fortunes of the two extremes of society in the peaceful and unenterprising colonies of Pennsylvania and New Jersey." In his chapter on colonization, Marx quotes Wakefield, as follows: "What is now, according to Wakefield, the consequence of this unfortunate state of things in the colonies? A barbarizing tendency of dispersion of producers and national wealth. In Europe, capital invests, without hesitating a moment, for the working class constitutes its living appurtenance, always in excess, always at disposal. But in the colonies, Wakefield tells an extremely doleful anecdote. He was talking with some capitalists of Canada and the state of New York, where the immigrant wave often becomes stagnant and deposits a sediment of supernumerary laborers. Our capital, says one of the characters in the melodrama, was ready for many operations which require a considerable period of time for their completion, but we could not begin such operations with labor which we knew would soon leave us. If we had been sure of retaining the labor of such emigrants, we should have been glad to have engaged it at once and for a high price, and we should have engaged it, even though we had been sure it would leave us, provided we had been sure of a fresh supply whenever we might need it." Wakefield here shows how necessary is the reserve army of proletarians to the success of capitalist exploitation; and Marx emphasizes the need of the capitalist system when he says: "In the colonies, property in money, means of subsistence, machines, and other means of production do not, as yet, stamp a man as a capitalist if there be wanting the correlative—the wage-worker, the other man who is compelled to sell himself, of his own free will. There the capitalist régime, everywhere, comes into collision with the resistance of the producer, who, as owner of his own conditions of labor, employs that labor to enrich himself, instead of the capitalist."

In the early period of our history it was impossible to exploit the laborer, because he simply refused to be exploited. If the wage conditions did not suit him, why, there was plenty of land, and he took advantage of it and went to producing for himself. Thus it was impossible to bring the reserve army up to the needs of capitalistic exploitation. This difficulty has been overcome in recent years by the rapid monopolization of the soil, and the consequent divorcement

of the laborer from his means of escape from the capitalist régime. With the single tax in force, the laborer would be in a much better condition, even, than he was when we had an abundance of land still unmonopolized. For, in addition to the fact that all the present unused land would be thrown open to him, he would be a participator in the benefits which arise from the used lands, the value of such lands being distributed over the entire community in the benefits of government. Under such conditions, where does Mr. Stuart find his authority for the assertion that wages must still remain at the barest subsistence point? There is no authority, either in historical fact or economic theory, for any such assertion. How is the reserve army, which the great master of Socialism has so ably shown to be an absolutely necessary factor of the capitalist system, to be controlled, with the single tax in force? Marx has conclusively shown that the great mass of the laboring population must be absolutely divorced from the soil and compelled to rely upon their labor power as their only means of income, before the capitalist system can be a success.

I fear Mr. Stuart will have to drop the wages question from his category of single tax fallacies; otherwise, he runs great risk of impeaching reasoning which he considers unimpeachable. In many respects Mr. Stuart's reasoning is childish. He says: "Did you ever notice that the Jews, the greatest financiers of the world, rarely own land?" Yes, we have noticed that. We have also noticed that no financier, either Jew or Gentile, ever gobbled up a great deal of other peoples's wealth unless the great mass of the people, the workers, were either bond slaves or free men divorced from the soil. Who shall own the greater part of the wealth stolen from the workingmen is determined solely by a contest of wits; the surplus value abstracted from the earnings of workingmen forms a fund for the toploftical members of society to gamble with, and the keenest and most successful gamblers run away with the biggest piles. That superior gamblers sometimes obtain control of immense portions of this fund without owning any land, is an argument that in no wise touches the basic fact that *somebody* owns the land so effectually that the great body of workingmen are unable to utilize it except *mediately*, through the intervention of an employer of labor. Mr. Stuart surely knows this; and a person of his evident intelligence ought to know that the citation of these great commercial trusts, not directly based on land ownership, as an argument against the single tax, is a work of supererogation. It is not his duty to show that such trusts *do* exist without being directly based on land ownership; but it is his duty to show that such institutions *could* exist in the absence of a great mass of exploitable labor-power; exploitable because its owners are deprived of their rights to the land. I am not insensible to the Socialist's argument that the great improvements in agriculture have made the system of small farming unprofitable; but the implication that the single tax could only succeed with a system of small farming in force, is unwarranted. The success of agricultural

exploitation by machinery depends upon precisely the same conditions as the success of manufacturing exploitation—a sufficiently disposable reserve army—and, to again quote the words of Bliss, “When the laborer is not compelled to sell his working strength for what he can get, he can begin to sell it for what it is fairly worth.” There is no reason to suppose that laborers would be compelled to forego the advantages which arise from the use of modern machinery; being in possession of the field, they would be in a position to command the use of the proper machinery to work that field. Workingmen are as well aware of the benefits of coöperation and proper division of labor as are the capitalists, and single taxers are as insistent that they shall be allowed to fully utilize these benefits as are the Socialists. We have no wish to return to the system of isolated production, that prevailed in the old handicraft epoch, before the era of machinery was ushered in; nor do we believe a return to that system to be among the possibilities. The success of the Rochdale Pioneers, and other voluntary coöperative societies which have successfully maintained themselves in spite of the capitalist system, is quite conclusive proof that workingmen know how to coöperate for their own benefit as well as for the benefit of capitalists; and when once given a fair field there is no reason to believe that this system of voluntary coöperation will not be so vastly extended as to embrace all industries, thus bringing about coöperative Socialism instead of State Socialism. Instead of asserting that the single tax will perpetuate the evils of the capitalist system, it would be more rational, and more in consonance with reason, to admit—what is a fact—that the capitalist system, which Marx has so graphically pictured and so acutely analyzed, would be utterly annihilated by the single tax.

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## AN ECONOMIC PROBLEM.

BY W. H. STUART

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Under the caption, “The Iron Law of Wages,” Mr. W. P. Borland, in this number of the MAGAZINE, presents an able defense of the single tax from certain arguments and deductions of the “Iron Law” that I have urged against that theory in previous articles in this MAGAZINE.

And first let me express my sincere pleasure in meeting, for the first time, with a single tax opponent who has not merely heard of Karl Marx, but who has actually read that author's great work, “Capital,” and who appears to have an intelligent conception of that masterly analysis of capitalist production; to whom the terms “sur-

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plus value," "constant" and "variable" capital, etc., are presumably not Greek and Sanscrit; who is able to quote Marx intelligently—nay, who quotes him as apparent authority in his defense of the single tax. This is carrying the war into Africa with a vengeance.

Mr. Borland has stated his case clearly and intelligently. If the arguments are weak and insufficient, the fault is not his, but must be ascribed to the real cause; the inherent weakness of the theory which he attempts to defend.

To my claim that under a single tax régime—the wage system being retained—wages would still remain at the minimum upon which the laborer would consent to reproduce; he replies, by quoting Marx, to show that "the expropriation of the mass of the people from the soil forms the basis of the capitalist mode of production," or, in other words, that "the capitalist system presupposes the complete separation of the laborers in all property in the means by which they can realize their labor."

Mr. Borland points to the fifteenth century as the golden age of the English workingmen, and quotes excellent authority to show that these conditions were due, "not solely but mainly because the distribution of land was carried to almost all. \* \* \*

The golden age was golden because the humblest Englishman was rendered to some extent financially independent by the right to the use of a little land."

The contention of Mr. Borland is, therefore, that under conditions that would make land accessible to all upon equal terms, that the golden age would reappear. This he claims would be accomplished by the adoption of the single tax.

I have in previous articles shown the utter absurdity of this contention, and I have to express both my surprise and regret that Mr. Borland has not made the slightest attempt to answer or disprove my arguments.

True, he says: "I am not insensible to the socialists' argument, that the great improvements in agriculture have made the system of small farming unprofitable," yet he utterly ignores arguments that nine men in every ten would consider conclusive.

Now for the sake of making the case as strong as possible for the single tax theory, let us suppose that agricultural land was absolutely free of all rent; that the site value of cities produced sufficient revenues for public purposes. Under such conditions Mr. Borland would claim that the capitalist system of production would be impossible, and the "iron law" of wages inoperative. Yet I offered a concrete illustration of capitalist production under similar conditions; and challenged single taxers to show why with both rent and loan interest abolished, surplus value, in the shape of profit, would not continue to absorb all over the cost of the average standard of living.

I have pointed to the fact that the agricultural areas of the New England States are almost depopulated for the admitted reason, that they can no longer compete with the bonanza farms of the north-

west. I have shown on the authority of the Hon. D. A. Wells, that on the great wheat fields of the Dakotas, the labor of one hand is equal to the production of 5,500 bushels of wheat. This is ten times as much as the hand could produce on free land cultivated by himself, *i. e.*, his subsistence wages of \$20 per month is more than his labor power is worth to himself on free land.

I have shown that in this state the staple cereals are produced by the capitalist farmer at one-third the cost of the small farm; that horticulture is fast coming under the dominion of the capitalists; even truck farming is tending in that direction. Senator Casey claims that he can produce wheat in Dakota, on his bonanza farm, at a cost of \$6 per acre. In Michigan and Ohio it costs \$18 per acre. How long, think you, will the latter named states continue to compete with the northwestern states and California? It is claimed that when the cotton picker is fully introduced it will displace the labor of 80,000 workers in the southern states. One machine and four men doing the work formerly done by 200 pickers. Does Mr. Borland think that with free land, the wheat raisers of the middle states and the small farmers of the south will be able to compete with the bonanza farm and the large cotton plantation under capitalist modes of production? And does he really think that under such conditions there is any immediate danger of the "industrial reserve army" falling under the numbers required for the full development of that system of production?

I want to ask Mr. Borland another question. Suppose the adoption of the single tax would bring about conditions as favorable to the workingman as obtained in England during the fifteenth century, with the additional advantage of the revenue derived as rent of valuable land applied to public purposes. Is this the ideal towards which the single taxer looks with enraptured vision? If so, let me tell him plainly, his ideal is a contemptible one, beneath the attention of any well wisher to the human race. For look you, since the fifteenth century the productivity of labor has probably increased an hundred fold; that is to say, owing to the advances made in the sciences and arts, the invention of labor saving machinery, and the application of steam and electricity as motive power, the laborer of to-day is able to produce one hundred times more wealth than his ancestor of the golden age. How long, think you, will the heirs of this civilization, and the creators of this ever-increasing wealth, consent that the wealth so created shall form a fund for "the toploftical members of society to gamble with?"

To whom does that fund belong? To society that created it, or to a few drones, who by superior cunning, unscrupulousness, or the accident of birth, are enabled to skim off, in the shape of surplus value, all the advantages of centuries of civilization, leaving labor, who creates it all, less than it received four centuries ago.

This fund, by the way, is composed of rent, interest and profit. The single tax proposes to reduce the fund by the elimination of rent, say one-fifth of the plunder, leaving only interest and profit

for the "toploftical to gamble with," or, as the "greatest living economist" would put it, leaving interest as the "just return" to the capitalist for "aiding production." The socialist, on the contrary, would give each producer the full product of his labor; free from rent, interest or profit.

Under such conditions, if labor was able to produce an hundred times more wealth than it did during the golden age it would be one hundred times better off; not a little better off, as under the single tax ideal, nor actually worse off, as under present conditions.

Socialists admit that under primitive methods of agriculture, such as obtained during the fifteenth century in England, where every peasant had his plot of four acres, capitalist production was impossible; but that century had not expired before capitalist farming had got its start. For note, that under conditions where the cultivator of land can only engage labor by giving its full proportion of the product, capitalist farming is impossible. But the first peasant who by improved agricultural methods, or by improved appliances is enabled to hire labor at less than its full proportion of the product, is the first capitalist farmer. As improvements are effected, and machinery comes into use, making the hiring of labor profitable, the small capitalist farmer is continually replaced by the larger one.

Much as we must deplore the horrors resulting from the forcible expropriation of the peasants from the soil during the last four centuries, it must be admitted, as Toynbee has pointed out, that force and fraud only hastened the process, the result was inevitable owing to changed economic conditions. Small farming simply became unprofitable. Under modern conditions, mere access to land ceases to be a "means by which they (the laborers) can realize their labor." They are as effectually divorced from the means of an independent living—such as obtained during the golden age—as if the land was inaccessible to them.

Even small farming under present conditions, to be moderately successful, presupposes the possession of a reasonable knowledge of the business of farming, and sufficient capital to make that knowledge effective.

To suppose that under modern conditions, free access to the land would avail the man without experience or capital, is the rankest nonsense, and is only maintained by your single-taxer; the exigencies of that school of economics requiring its disciples to deny that agriculture can ever come under the domain of capitalism.

A few years ago the "Standard" maintained that large farming would never be profitable. Now Mr. Middleton is willing to admit that the production of cereals has come under capitalists control, but he laughs to scorn the idea of horticulture following suit. When that industry does follow, as it inevitably will, he will point with undiminished confidence to the truck farm. Your single-taxer will never acknowledge any change in economic conditions that conflict with his peculiar theories. I had an illustration of this some time ago. In a private correspondence with an eminent single-taxer of

New York, whose name is familiar to every single-taxer, we discussed Trusts, which he claimed were the result exclusively of our protective tariff. I mentioned to him the fact that although the duty of two-and-a-half cents per pound had been removed from certain grades of sugar, that the price of sugar in this state had not declined; that Claus Spreckles and the sugar trust were evidently pocketing the duty. I really thought I had made a point, but his answer disabused me of that impression. His reply was, "When the last vestige of duty is removed, the price of sugar will fall, but not till then." Admit nothing until you are forced to, is good single-tax doctrine.

In no country in the world is the capitalist system of production so thoroughly developed, and so strongly entrenched as in this one. Notwithstanding the fact, that millions of acres of fertile land can yet be bought outright for a less price per acre than the yearly rental of similar land in Great Britain. Hundreds of trusts control every necessity of life, as well as the luxuries. Competition is completely eliminated. We have carried sub-division of labor, and coöperation in production and distribution nearly to the ideal of the socialist state. But all the advantages of this system of production continue to be absorbed by the capitalist class, which we permit to control the means and instruments of production.

Even single-taxers are forced to admit that under a single-tax régime, certain industries are, what they are pleased to term, "natural monopolies," and must be brought under public control. This distinction is purely arbitrary. As a matter of fact, all industries—from raising wheat to making coffins—where economies in production are possible by employment of capital on a grand scale, are all, equally, the "natural" prey of the capitalist system of production.

However, with an instinctive conception of the weakness of the single-tax theory, Mr. Borland is forced to take refuge as a *dernier resort* in socialism, voluntary coöperation, as he is pleased to call it, as opposed to state socialism. By the way, where is the socialist or nationalist who looks to state socialism as an ideal? what we demand is the collective ownership of all the means and instruments of production and distribution. "*L'état c'est moi*," said *Le Grande Monarch*. Under socialism this will be changed to "We are the State."

Let me warn Mr. Borland that he has a very hazy idea of coöperation when he points to the Rochdale pioneers as an example of its benefits. The pioneers are merely joint stock companies organized for the purpose of saving the profits that usually go to middlemen. As individuals they are benefited, but they do nothing to raise their class. Should those companies extend until they include all English workingmen, wages would fall to correspond to the benefits obtained by such coöperation. Henry George has clearly shown this in "Progress and Poverty." The American workmen's wages are comparatively high, because they insist on spending one billion per

annum on liquor and tobacco. Let them forego these luxuries, and wages will decrease a like amount, and go to swell the "just returns to capital," *a la* George.

So, too, with voluntary coöperation in agriculture under a capitalist régime. The coöperators will be obliged to support families all the year round on the profits of their farm; whereas the capitalist farmer will have no families to support, and only "hands" when he needs them. The saving in expense to the capitalist will enable him to "survive" as the "fittest" under capitalism.

There can be no doubt, in my mind, that the adoption of the single-tax would give an enormous impetus to capitalist agriculture, with the result, that the industry would be concentrated in sections of the country specially adapted to the different products. This again would result in practically depopulating various agricultural areas of the country, as the New England states have been affected. Such concentration would also enable the capitalist producer to obtain land at a nominal rent, for the reason that the average man would not be able to compete.

Furthermore, the concentration of agricultural operations would undoubtedly result in the expropriation of that large class of small farmers, who are now barely eking out a precarious existence, who would be utterly unable to compete with the mammoth farmer.

To conclude, it must be evident that the single-tax theory offers no solution to the economic problem. Society must control collectively all the means and instruments of production. We must substitute production for use instead of for profit. Mr. W. D. P. Bliss, in his version of "Work and Wages," says:

"There has been two great falls in English wages. The first occurring in the latter part of the 16th century, was due to the monopolization of land; the second occurring in the latter half of the 18th century, was due to the monopolization of machinery. It is the fault of the single-tax that it ignores this great cause. Yet, the fact of the fall, and the cause no man can deny. \* \*

\* So long as most of the great industries of life can be carried on on a large scale, with expensive plants, and with ramified branches, so long must those who monopolize these plants have the control of industry. If every man had the use of a little land, he could sell his working strength at fair price to an employer; but under competition, the owner of the small farm would be unable to compete with the large farm carried on with machine power. He who owns machinery, plant and capital must eventually rule over the man who has not. Lords of industry are inevitable. The dollar man and the millionaire can not live side by side."

In a word, and here is the case in a nutshell, while the machinery of production remains in private hands, it must of necessity be the property of a small—and as the concentration of wealth progresses—a constantly decreasing minority, who have only to combine to have the masses at their mercy. The nationalization of all industry is the only possible remedy.

In the August issue of the MAGAZINE, Mr. Gros, commenting on a statement of mine regarding the probable revenue derived from the confiscation of economic rent under a single-tax régime, arrived at

the extraordinary amount of 6 billions which he assumed as a necessary deduction from my statement. Of course I repudiate the deductions of Mr. Gros, am quite confident it would not be one-tenth of that amount. In quoting his figures in my September article I made the unfortunate error of changing the amount to 60 billions. This error, my friend Mr. Gros, has drawn my attention to in a very courteous note. I regret very much the error occurred, and hope the readers of the MAGAZINE readily detected it.

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## MARGUERITE.

*A Historical and Philosophical Romance.*

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BY MARIE LOUISE.

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### CHAPTER VII.—JEAN MORIN.

On the departure of her husband, Madame Ferrier resumed her usual calm. Going to the window, which looked toward the pine forest, she sat down and gazed at the falling flakes of snow decking with diamonds the dark green leaves of the pine trees.

"How beautiful the forest looks," she thought; "how magnificent everything in nature appears to be when we strive to find the whys and wherefores of all we behold around us. Yes, all is right and all is good—even pain—even agony. Nothing happens uninvited. Events, though sometimes unwelcomed, are, nevertheless, unavoidable and timely occurrences. Were it not for that perception of the perfect arrangement of things in nature, could I have borne and outlived all the bitter trials to which I have been subjected, or rather, have created for myself?"

Madame Ferrier's flight into philosophic meditations was interrupted by the arrival of a man, who slowly entered the room.

At the sound of the irresolute footstep, her face flushed, and, running towards the visitor, she took his hand in her own and gently led him to an easy chair by the side of the fire-place.

"Sit down, Jean Morin," she said; "give me your hat and let me brush the snow off your coat. Sit close to the fire and dry your feet."

"Thanks, Marie Louise," said the man. "You are always so kind to me. Since I have become blind you have bestowed upon me unceasing kindness and care."

"Ah, Jean," replied the lady, "the kindness has not been one-sided. Have you not given me proofs of sympathy and attachment?"

"Yes, Marie," answered the blind man, "for you I have sympathy

and attachment. In childhood we were companions. Side by side, we have grown physically and developed mentally. Both of us are cast out of the general routine and conventionalism of our society. I am too helpless to be of any use to people, and too strong-minded to be their humble servant. Hence, no one has need of me. You, Marie Louise, are too strong to require protection, and too stout-hearted to be led and tossed about as women generally are, so society rejects you as unfit to be among its docile throng."

"Aye, Jean, it is even so," replied the lady; "the human mind is a strange production. Yet, such as it is, it is the product of our environment. Superstition has so entwined its coils around our hearts and our consciences, that all things natural and true appear to us incongruous and false. He, or she, who loves truth, and is free-minded, receives bad treatment at the hand of the community. This is, indeed, the Kingdom of Satan, the era of darkness. Fain would I die, and leave behind me miserable conditions created by the ignorance of man."

"Marie," rejoined the blind man, gravely, "your words are bitterly hopeless, and unworthy a correct thinker like yourself. Do not believe that night endures forever. Piercing the clouds, the dawn of day is advancing and darkness receding, slowly, it may be, but surely. Reflect on the rapidity with which events succeed one another in this nineteenth century of ours. Reflect awhile, Marie, my comrade, and rejoice. You and I, it is true, have suffered much from the bigotry to which the inhabitants of our mountains are addicted. But what are we, you or I, that we should consider our own sorrows. In the history of the human race, the grief or joy of one or two individuals is of no moment. Progress now and then, may slacken its step, but it soon resumes its onward march, and makes up for delay. Think of the marvelous discoveries of our time. Here we have railroads propelling wagons by steam power and carrying passengers and freight with wonderful rapidity to fabulous distances. The *Constitutionnel* of Sunday last gave an exhaustive article on the origin of railroad transit and its progress to our own time. Gaspard Ledoux read it me. It related that in, or about 1602, the miners of Northumberland and Durham, in the north of England, conceived the idea of fixing in the ground two wooden beams in parallel lines, to run their coal wagons from the mines to the place of shipment, on the Tyne and Wear. The wooden beams were furnished with flanges to prevent the wheels from slipping aside. The miners soon discovered that while one horse could draw seventeen hundred weight on a common road, forty-two hundred weight could now be drawn with equal facility. These tramways were made across fields and a specified rent was paid to the owners for the use of their fields. But from the beginning of the seventeenth century to the beginning of the eighteenth no important improvement took place in these tramways. In 1700, or thereabout, the wooden beams were clothed with long slips of iron, to prevent excessive wear and tear. In 1745 the wooden beams

were replaced by iron rails. With this last innovation the idea of coupling several small wagons, instead of running a large vehicle, was conceived, and this was the germ of the modern train. The next improvement consisted in putting flanges to the wheels of the wagons instead of to the rails. The rail became encased inside the wheel instead of the wheel being enclosed inside the rail. In this way great facility of transit was obtained. But it is only in the beginning of the nineteenth century that steam, instead of horses, was used to draw the cars of railways. To Richard Trevethick is due the honor of having introduced the locomotive in its early stage, the improvement of which has made railroading so wonderful and gigantic an enterprise. Rapid transit, Marie Louise, is destined to level down frontiers and boundaries, to bring nations together in friendly intercourse and to do away with war. The same influence that will sweep away war will also sweep away kings and priests—yes, Marie, priests as well as kings—one tyrannizes over the body of man, the other over his soul. Both tyrants stand and fall together. Printing struck a mighty blow at despotism, but rapid transit will deal the last and definitive stroke. Victor Hugo, in 'the Hunchback,' makes his priest of Notre Dame say of a book on the table before him and of the church towers opposite: 'This will kill that!' Still, printing could hardly kill the church, but the two powerful agencies of printing and rapid transit have sealed the doom of political and religious despotism. Marie Louise, give not way to pessimism, do not doubt the immutability of truth—for it must survive in spite of all obstructions. Truth is the Alpha and the Omega."

"I am not a pessimist, Jean Morin," replied Madame Ferrier, "the pain which wrings my heart at the sight of human ignorance is not caused by any doubt regarding the ultimate triumph of truth. I know that it is eternal. But the thought of the sufferings and agonies through which our race must pass in order to wash off its deep layer of corruption, is that which freezes my blood within my veins. It is useless for us to deceive ourselves by raising before our eyes a bright falsified picture, while the original itself is dark and foreboding. That progress during this century has advanced at a wonderful speed, tends but to prove that social cataclysms must also take place with appalling acceleration. It is as you say—nations are becoming united, for boundaries and frontiers must crumble away before the flood of friendly invasions and brotherly greetings. But while Béranger sings, '*Peuples, donnez-vous le mani*' (peoples, join hands), he also sings, '*Les rois se n vont*' (kings are passing away). Do you not see, Jean, that for the warfare of nations is substituted the warfare of a people against their own kings and aristocrats? The masses have discovered at last that they have been fooled and misled—that they have bled and died, not for their own interests but for the cruel ambition of rulers. In the presence of this discovery they turn against their oppressors with all the savage ferocity developed in them by a former system of slavery. To wash off the



crime of international warfare, a war, thrice as bloody, a civil war, is necessary. Just for a moment carry your thoughts back to the great Revolution of 1789-93, which our own parents witnessed. Think of the guillotine casting its grim shadow on nearly all corners of important thoroughfares. Think of the streets of Paris—Paris which we love so intensely without having seen it—Paris the beautiful—turned into a human slaughter-house! Picture to yourself the horrible work of the Septembriseurs, these frantic butchers standing in parallel lines in the prison yard of l'Abbey, striking down every unfortunate man or woman thrust out of the inside of the prison to fall under the thousands of swords and weapons raised over their heads by an infuriated and diabolic looking populace! And yet, in spite of all the horrors connected with that great revolution, who can say that it was not a deserved retribution and a long step towards human liberty? No, Jean Morin, I am not a pessimist, but I know that an effect is related to its cause, both as regards complexion and intensity. I know that outraged nature will avenge herself upon man down to the third and fourth generation."

"Marie Louise, you are right," rejoined Jean Morin, "signs of the times bespeak terrible coming events. The Bourgeoisie made the Revolution of '89-93. Their hands are red with the blood of their fellow men. The people, or working classes, are awaking to the fact that these bourgeois have monopolized the benefit of the great revolution at the expense of the lower classes. These are preparing to strike at their old companions in servitude, who have become their masters through their cunning in monopolizing political power and wealth. The King, Louis Philippe (*le roi bourgeois*, as they call him) sits on the edge of a shaking throne and must soon topple over. Discontent and misery stir the mind of the people. Oppression they would stand mutely, like sheep, but hunger awakens them. Socialism has boldly perched itself on the fence and crows defiantly. Louis Blanc, in publishing his "Organization of Labor," in 1840, aroused the workingmen to a sense of their rights, and Pierre Joseph Proudhon, in publishing in the same year his thunder-bolt, "What is Property?" has thrown the money class in a defensive attitude. Proudhon, and his followers, will minimize the power of the government; Louis Blanc, on the contrary, will magnify that power. Both these theories herald the popular movement, and both are arrayed against the church, the throne and capitalism. Oh, Marie Louise! what an infernal pandemonium, what a confusion! The tower of Babel was but a play compared with the uproar we hear from all parts of Europe. *Les rois s'en vont* (Kings are departing) sings the great poet lyric Béranger. Yes, they depart, but what a mighty and vicious kick they give before leaving—they shake the whole universe. But, Marie, I must leave you. So engrossing was our conversation that time passed unnoticed. I will soon call again; good-bye, dear friend, let hope cheer you, let your mind forsee the great realization. *Au revoir.*"

"*Au revoir, Jean.*"

## CHAPTER VIII—LE COMTE DE VERCHERES..

At about two miles from the small village into which I have mentally introduced my readers, a beautiful promontory rises from the rugged level of the mountain.

Crowning this majestic elevation stood the huge manor-house in which, for upwards of a thousand years, lineal lords of the east of France had resided.

At the epoch of my narrative, the chateau did not appear to be in the best of repair. Time had flown and times had changed since the feudal lord, Monseigneur de Vercheres, proud and haughty in his impregnable stronghold, disputed with the lords of Burgundy the precedence of power and honor.

Strong and indomitable these de Vercheres had been. The roar of their cannons had filled the summit of the Jura mountains, and had echoed and re-echoed in the long and narrow valleys below. Serfs had stood in cringing attitudes, hat in hand, brow inclined towards the ground and eyes dazzled by the august majesty of their master. The lord, with head erect and protruding chest, had passed along those lines of human slavery and gazed into vacancy, ignoring entirely the abject slaves around. But the end of the eighteenth century arrived, and 1789 sounded the tocsin. The people rushed out to enquire into the causes of this great moan of distress. A whirlwind of startling new ideas filled the vastness, and arms seemed to rise together to strike a blow at the power which originated the storm. Destructive bombs whizzed through the air and struck right and left, bringing down spires of churches and battlements and turrets of manor-houses.

One of these bombs came down heavily on the Castle de Vercheres. The entire building was shaken and ruins appeared where order and symmetry had hitherto reigned. The serfs gazed on the wreck, smiled with scorn, shrugged their shoulders, French fashion, and coolly departed from the soil on which they and their ancestors had been fettered.

At the time of the birth of little Marguerite, the Chateau de Vercheres had lost all its imposing outlook, and the Seigneur, the Count de Vercheres, all the bloated impudence which had characterized his forefathers.

On a bright and cold March morning, a man, wrapped in a heavy overcoat, his head carefully concealed under a dark fur cap with long earlaps attached to it, slowly ascended the snow-cleared path leading to the Chateau. As he neared the gate, a beautiful white and brown spotted pointer bitch rushed out of the stable, barking furiously.

"Hallo," said the stranger. "Have you forgotten me, Diane?"

At the sound of his voice the dog wagged her tail and then wagged her entire body with a graceful and sinuous motion, as if it had not even the rudiment of a spinal bone. The stranger stooped and patted the demonstrative animal, which returned his caresses by licking his hands.

While the man and dog were engaged in exchanging affectionate greetings, the proprietor of the manor-house advanced to receive his visitor.

"You and Diane are on very friendly terms," said he, taking the extended hand of the stranger. "You come very early to-day, Monsieur le Curé."

"Yes," answered the Curé. "Madame de Vercheres was so weak when last I left her that I could not wait any longer without news of her condition. Has she improved somewhat?"

"Now, Monsieur le Curé, she is weaker and fainter. I do not think she will see next month set in."

"Let the will of God be done, Monsieur le Comte. She has been a good and gentle mother and wife. God will receive her into his paradise."

"Yes, she has been gentle," said the lord of the manor; that is, if you understand submission to be gentleness."

"Nay, Monseigneur, this is hardly the time to discuss her merit. That she was submissive proves one thing, namely, that she had a master to be submissive to."

"Monsieur le Curé," suggested the Comte, "it is too cold to stay long out here—pray, let us go to my library, there no one will disturb our conversation."

"Very well, Monseigneur, I follow you."

The two men entered the lofty archway leading to the inside of the castle, turned to the left and ascended the massive stone steps conducting to the private apartments of the Comte. The lord of the manor opened the door of the library, and stepping back to allow his visitor to enter the room first, he said, with a respectful bow: "Enter, Monsieur le Curé, pray be seated. This is the first time I have introduced you to my library because books are to be found here which might arouse your apostolic anger. To-day, however, I have shaken off all fears and mean to stand before you as I am, as my ancestors have pro-created me, as your predecessor has unfolded me, and as you, yourself, have furthered and maintained me. For many years you have upbraided me for assuming too high a degree of authority over my household and not having been entirely faithful to my marriage vows. I admit that you censured me in a gentle and friendly manner. You never used against me all the power with which the Church has invested you. You remonstrated, but did not damn me. Now and then I have felt a strong desire to debate the subject with you on an equal footing, but, somehow, the sight of your gown has always kept me silent—yes, silent, although when listening to your reproof my blood rushed hotly through my veins and on to my brain. To-day, however, on the eve of the death of my wife, as we happen to broach that subject, let us ventilate it. Will you patiently listen to me, will you answer my questions without flinching? I am prepared to stand the blame for all I may have done. Will you do the same?"

"Monseigneur," said the priest, "I am listening. If I have sinned

in any way, you will find in me no obstinacy or false pride. I love truth beyond all earthly things."

"Agreed, then," returned Monsieur de Vercheres, "let us now proceed. It is true, Monsieur le Curé, that but too often I have shown symptoms of authority and arrogance towards the members of my household. There, the very words I now use, 'my household,' tell of undue conceit. I have been a successful tyrant for two powerful reasons; first, because I was born a man, and second, because I was born a lord. Does that surprise you, Monsieur le Curé?"

"Yes, it does," replied the priest, "for a man is supposed to be generous, and a lord is expected to be merciful."

"Aye, Monsieur, you have struck a major chord and have just turned against yourself the argument you but half an hour ago used against me, namely, that submission tacitly implies the existence of a master. The church, you know, teaches men that they must be generous and lords that they must be merciful. What do the words 'generous' and 'merciful' suggest? Do they not imply the existence of a master and of a being dependent on that master's generosity and mercy? In the time of my boyhood your predecessor, Monsieur le Curé Gaudet, used often to tell me: 'Arnold, remember that God commands lords and masters to be merciful and just towards their subordinates.' By this admonition, did he not mean specially to impress upon my mind not only that I was born a lord but also that by the will of God I was appointed a ruler over my inferiors? When you, Monsieur le Curé, performed the ceremony of my marriage, what were the expressions you used to bind my bride and myself by an oath? Did you not exhort me to cherish, protect and support my wife, while you commanded the trembling girl by my side to serve and obey me. What a ridiculous distinction! She must love and obey me, while I am requested merely to cherish and support her! With a cold solemnity you took the ring I held and slipped it on my bride's finger in order to seal her promise to be subservient to her husband. The ring was allegorical of the chain which you were throwing around her body and soul. Ah! Monsieur le Curé, does not that two-sided code of matrimonial ethics declare that one of the contracting parties is created by God to rule, while the other is created to serve—in other words, a master and a slave? Can you deny this, or can you give the matter a different signification?"

"No," answered the Curé, "I do not deny. I even acknowledge the force of your indictment. But although a husband is, as St. Paul expresses it, the head and master of the wife, it does not follow that he is justified in being cruel in his treatment of her. The man is to the woman what Christ is to the church, and our Saviour died on the cross to redeem the sins of men and consequently of the church."

"I admit this, Monsieur le Curé, but Jesus was a God, was he not? Man is not a God, is he?"

"Monsieur, man may be saved from eternal punishment only by imitating the life of our Redeemer."

"You are fencing, Monsieur le Curé. Please give my question a direct answer."

"Most assuredly, Monsieur le Comte, Jesus was the eternal God, the creator of all things, while man is but a mortal creature."

"Well, then," resumed Monsieur de Vercheres, "your theory is exploded and your position untenable. No human master can love a slave, and no human slave can love a master. To perform such an unnatural act, one must be a God. If it be true that Christ died on the cross to save his servant, man, nothing more forcible can be adduced to prove His supernatural character."

"God commands us explicitly to love our fellow men," replied the priest. "We must obey his commands or be damned forever."

"We must, you say!" excitedly retorted Monsieur de Vercheres. "Ah, Monsieur le Curé, is a priest foredoomed to have no conception of rational principles? If a man must do unnatural things, then he must become supernatural. If he cannot become such, then God never commanded him to love his slaves and servants. We can love only equals."

"Stop, Monsieur le Comte, do not blaspheme. We have the holy Scriptures to warrant us that God gave such commands."

"It is you who are blaspheming, Monsieur le Curé, when you attribute to God dictations so paradoxical. Either God did not enjoin man to love his depending servant, or he did not understand the quality of love. If he ignores the true character of love he is no God."

"Ah, Monsieur," said the priest, crossing himself and rising from his seat, "it is painful to me to listen to your aberrations. Have you descended so low that you deny even God?"

"I do not deny Him," answered the Comte, "I merely deny the intentions which the church attributes to Him. The doctrines of human depravity, of salvation, and of hell, have been manufactured for the benefit of churches and priests in all ages. These false and mischievous doctrines have stunted the growth of human intellect and divided mankind into two factions, namely, the powerful and the weak, the rich and the poor, the master and the slave. They have made of man a fool, and of God a mockery. If there is a God, He created all men alike in rights and responsibilities. He never doomed one sex to be the chattel slave of the other sex. If there is a God, He knows that love is the all-pervading principle of the universe, and He would create nothing but what is lovely and loveable. How could He produce the unlovable slave and the unloving master?"

"Monsieur de Vercheres," said the priest, "your philosophy is human, not divine."

"Is it not divine, Monsieur le Curé? Well, then, it contains in itself all the divine features that man's philosophy requires. Supernatural philosophy is the property of anointed priests and is inscribed in breviaries. But man needs human thoughts, human hopes, and human ethics. Had I in my youth been able to grasp the ideas I have just laid before you, I would never have been arro-

gant to my servants, for I would have had none. Neither would I have been despotic and unkind to my wife, for I would never have married a woman brought up in the church and imbued with the doctrine of sexual inferiority and dependency. I married my wife at a time when religious teachings were my guide and I imagined that I could love her. Subsequently I discovered that I liked her simply as I would any other woman, and that her submissive attitude awoke in my soul nothing but repulsion. In a day of supreme happiness, I met a woman whose eyes did not cower in my presence and whose voice did not falter in fear. I was born a lord, she a plebeian; but before me she stood like my equal; a woman whom the teachings of the church had been unable to corrupt; a woman as natural as that perfection is attainable under our present social and religious despotism. You may hurl your anathemas at me, Monsieur le Curé, and damn me, if you please. My soul soars above all your clerical thunderbolts, for love is the only redeemer. Love is God. Hence God is love!"

"Monsieur le Comte," said the Curé in a tremulous voice, "so long as you worship love, God is with you and will bless you. Do not condemn the church, she has fulfilled her mission well. In the past, mankind proved itself unfit to abide by the rule of love. The intellectuality of man was so circumscribed that his animal instincts were overpowering him. Animalism is the parent of brutalism and violence. For that reason, something that appealed to man's fear was required to keep him under restraint. But as soon as intellectuality becomes the principal factor in man, servility and violence vanish to make room for self-reliance, liberty and love—love, the crowning perfection of organism! Were all our villagers impressed with the true ideal of liberty, as you seem to be, I would at once ascend my pulpit to bid them farewell as a priest, descend and sit down on the benches with them and sing Hosannah to the dawning of the era of truth. Free men need no restraint. Reason and love are the beacons lighting their path and guiding their steps. But, Monsieur le Comte, our people are blinded by ignorance and no amount of reasoning can open their eyes. Time alone can bring opportunity. Until then, religious teachings, and even superstition, are necessary to bridle their brutal instincts. But, Monseigneur, I must bid you good-bye and hasten to the bedside of Madame la Comtesse and give her the consolation for which her soul is yearning."

"*Au revoir*, Monsieur l' Abbé," said the Comte, "our next meeting will, I hope, be more harmonious than that of to-day."

"I do not hope, Monsieur, I know that it will be so," replied the priest, bowing respectfully.

(To be continued.)

It requires sixty-four processes to make a knife, hence, strictly speaking there are no knife makers, as each one learns only a sixty-fourth part of the trade. Fortunately for them they can learn that much.

## GOVERNMENT OWNERSHIP OF RAILROADS.

BY JAMES L. EDWARDS.

I read with no little satisfaction Mr. Cyrus Field Willard's "rejoinder" to my brief article in the March MAGAZINE captioned, "Shall the People Own the Railroads," called forth, if not called for, by Mr. Willard's two articles, appearing in the January and February issues of the MAGAZINE.

I am not aware of a discourteous expression on my part in the treatment of Mr. Willard's paper, but it appears that Mr. Willard discovered in what I said, or omitted, something to disturb his equanimity, as, for instance: "I think Mr. Edwards' paper is about as shameless an exhibition of either ignorance of the matter to be criticised, or perversion of the facts, as one could expect to see from that side of the case, and that is saying much."

Again says Mr. Willard: "Either Mr. James L. Edwards, who has an article in the March number, is incapable of understanding the English language or he has not read the articles he presumes to criticise. \* \* \* It is a very easy matter to introduce a barrellful of figures into an article, especially as was done in Mr. Edwards' article 'Shall the People Own the Railroads?'—which figures prove nothing."

Leaving out of the discussion my ability to understand English "as she is writ," I may boast of having read Mr. Willard's papers, and felicitate myself upon the patience and fortitude displayed in the performance of the Herculean task, and, while I did not fail to detect a few sentences voicing anarchistic vagaries, I concluded they were not dangerous, and deemed it well enough to let them maintain their obscurity and sweet repose, but, since Mr. Willard invites a change of tactics I concede the point and offer for himself and the readers of the MAGAZINE a few "dots and dashes" in the line of requirements.

In my article appearing in the March number of the MAGAZINE I did use some figures, supplied by the Inter-state Commerce Commission, and basing an argument upon them I introduced a few figures of my own just to clinch the argument. Not having the honor of being a member of the American Statistical Association I did not suppose the figures I used amounted to a barrellful, but I did suspect they weighed fully a ton, or so much, at least, as would pretty effectually flatten out to remarkable thinness Mr. Willard's propositions, and his "rejoinder" in the May MAGAZINE satisfies me that I was not mistaken.

In Mr. Willard's May article he says: "He (Edwards) says that the only way that the people could own the railroads would be to confiscate them—order out the army and take possession of them," and this Mr. Willard pronounces "sheer rot and nonsense." In this connection it is only fair to the readers of the MAGAZINE that

I should here reproduce the entire paragraph which embodies that "sheer rot and nonsense" Mr. Willard discovered. I said:

The interstate commerce commission state that for the year ending June 30, 1891, the gross earnings of all the railroads amounted to \$1,096,761,395, and that the operating expenses were \$781,887,893, showing a difference of \$364,879,502. Suppose the government, that is, the people, should say to the owners of the roads: "We will take the roads and pay you, annually, the surplus earnings, in which case it will require about thirty years to liquidate the debt." In reply, the railroad owners might say, "All right, but in the meantime you must pay us interest on \$10,646,192,000 at 4 per cent. Here would come into prominence the fact that the interest on the debt would exceed the earnings, \$60,968,178; as a result the people, that is, the government, instead of paying off the debt, would be going into debt annually, to the amount of \$60,968,178. *As a result, the only way the people could own the railroads would be to confiscate them; order out the army and take possession of them.* In that case the people would violate the constitution, the republic would disappear and an odious autocracy would take its place.

It is now in order to introduce for the delectation of the readers of the MAGAZINE a paragraph or two showing Mr. Willard's idea of gaining possession of the railroads. Mr. Willard, though "a member of the American Statistical Association," has no use for figures, not so much as a thimbleful, to say nothing of a "barrelful" of the article. He just lays down his policy, and, I assume, never so much as dreamed that it is tinctured with "rot and nonsense." In his February article, page 127, he says:

When we think of the millions of dollars that the people of the United States have been compelled to pay in passenger and freight so that the railroads could "earn" a dividend on fictitious or "watered stock," *is it not enough to make a few Anarchists, even of old New England stock like the writer?* The men of 1776 picked up their muskets and fought against taxation without representation. Here, not only do we have taxation without representation, but have robbery barefaced and impudent on the people, victims bound hand and foot by legal enactments passed by the tools and agents of the corporations in the several law-enacting bodies of the states and nation.

*This brings me to the question, when the people do take the railroads, and it is only a matter of time, whether it would not be simple justice to take them away from their present holders without compensation in the same manner as one takes his property away from a thief when he finds it in the thief's possession.* "The innocent third party" does not cut any figure if I find him in possession of my watch. The railroads have had their actual value paid for over and over again by the people, in the shape of dividends. The question will arise sooner or later, "How many times over do the present owners of the railroads want to be paid for the railroads before they will let go?"

Here we have Mr. Willard's plan. I have italicised the beauty spots of the plan. It is confiscation out and out, and Mr. Willard is clearly of the opinion that the policy pursued by the railroads suffices "to make a few Anarchists, even of old New England stock, like himself."

Mr. Willard may have a generous contempt for "rot," but is manifestly in favor of riot. He would take the railroads, if he could, as

"The devil clapped his paw  
On the little tailor  
With the broad-cloth under his arm."

I assume that Mr. Willard is an Anarchist made out of "old New  
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England stock," an educated, thoughtful Anarchist, grim as a Yankee stone wall—and though he is of the opinion that "the people will probably have to pay" for the railroads, the idea is repulsive to Mr. Willard's views of righteousness.

I could, with propriety permit Mr. Willard to escape further criticism, and allow him to stand where I have placed him, with both feet in his mouth, simply inviting him, as he is a member of the American Statistical Association, to devote more attention to figures, to arithmetic, and less to anarchy and the diabolical schemes of Anarchists which seem to be running riot in good old New England and playing the very devil with the "old New England stock."

It is well understood that New England breeds isms for sale, just as old Virginia used to breed "niggers" for the block. It has its Edward Atkinson tirelessly engaged to reduce the cost of a workman's daily rations, which he has, I believe, cut down to 5 cents for three square meals, a process which may eventually bring forth a large brood of Anarchists in a land once famous for law and order, but which, of late years, is going rapidly back to a primitive wilderness.

It is refreshing to hear Mr. Willard assert that he is "opposed to paternalism in government," and yet refer with approval to certain paternalistic lands where governments own railroads and virtually own the men who operate them.

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## MR. STUART'S SINGLE TAX FALLACIES.

BY JAMES MIDDLETON.

Nos. 8 AND 9.

Before taking up the consideration of socialism, which Mr. Stuart offers in place of the single tax plan, I wish to call attention to a few of the most glaring errors in his eighth and ninth articles.

I do it partly on his account as well as on account of the reader who has not access to the old economists; for it is a pity so earnest a reformer should be so careless in his mental work. It behooves one who aims to instruct to take the greatest pains to be exact and fair. Take, for instance, his attempt to establish his definition of capital from the "old economists."

He says: "Mr. Middleton says Adam Smith defines capital as 'that part of a man's stock from which he expects to derive income.' Add, without personal effort—which Adam Smith assumed—and you have the same definition."

Unfortunately for Mr. Stuart, Adam Smith did not add the words,

but he enumerated various forms of fixed capital in such a way as to preclude such an assumption. He says:

It consists chiefly of the four following articles:

First. Of all useful machines and instruments of trade which facilitate and abridge labor.

Secondly. Of all those profitable buildings which are the means of procuring a revenue, not only to their proprietor who lets them for rent, but to the person who possesses them and pays that rent for them; such as shops, warehouses, workhouses, farm houses, with all their necessary buildings, stables, graneries, &c.

Thirdly. Of the improvements of land. \* \* \*

Fourthly. Of the acquired and useful abilities of all the inhabitants or members of the society. The acquisition of such talent by the maintenance of the acquirer during his education, study or apprenticeship, always costs a real expense, which is a capital fixed and realized, as it were, in his person — *Wealth of Nations*, Book II, Chapter I.

How can "acquired and useful abilities" be classed as "that part of wealth used for the production of an income without personal exertion," or as "accumulated unpaid labor?"

Another remarkable assertion is that "agriculture is no longer the principal industry." Over forty per cent. of all the workers in this country are engaged in agriculture.

In regard to values of roadbeds of railroads, he thinks I was not criticising him. He compared the value of the road bed with broken strips of land adjoining belonging to many individuals. I tried to make clear that the value of the road bed consisted in its being a continuous long strip between commercial points, and that this continuity, or right of way, given by the general government constituted the franchise. I tried to show that it was absurd to claim that a detached piece of land adjoining and parallel would have the same value as a corresponding part in the continuous road bed.

Again he says:

Mr. Middleton makes the singular statement that "it is true as Mr. Stuart and Mr. George have both shown, present monopoly rent would be largely diminished." This statement so far as Mr. George is concerned is not true. There is not a line in "Progress and Poverty" that would indicate the faintest conception on his part of the difference between monopoly and natural rent. He ignorantly assumed that present rent was economic rent. His failure to see the difference reduces his theory to an absurdity and "Progress and Poverty" to a mere pot pourri of poetry and platitudes.

In answer to this I will quote from "Progress and Poverty" and leave it to the reader to determine whether it is Mr. Stuart or myself who tells what "is not true."

We have hitherto assumed, as is generally assumed in elucidations of the theory of rent, that the actual margin of cultivation always coincides with what may be termed the necessary margin of cultivation—that is to say we have assumed that cultivation extends to less productive points only as it becomes necessary from the fact that natural opportunities are at the more productive points fully utilized. This probably is the case in stationary or very slowly progressing communities, but in rapidly progressing communities, where the swift and steady increase of rent gives confidence to calculations of further increase it is not the case. Book IV., Chap. IV.

In the preceeding chapter I have shown that the speculative advance in land

values tends to press the margin of cultivation or production beyond its normal limit. \* \* \* \* Within a few miles of San Francisco is unused land enough to give employment to every man who wants it. I do not mean to say that every unemployed man could turn farmer or build himself a house if he had the land; but that enough could and would do so to give employment to the rest. What is it, then, that prevents labor from employing itself on this land? Simply that it has been monopolized and is held at speculative prices based not upon present value but upon the added value that will come with the future growth of population. \* \* \* \* The normal rent line and the speculative rent line are being brought together: (1.) By the fall in speculative land values which is very evident in the reduction of rents and shrinkage of real estate values in the principal cities. Book V., Chap. I. on panics.

I think I can well afford to rest the question of veracity here.

He claims "all rent" to be exploitation of labor yet bitterly opposes a tax which he claims would diminish that rent "90 per cent." and raise the margin of cultivation; upon which George has shown wages largely depend.

Mr. Stuart brings in another charge against the single tax, which I looked for before, but which comes with doubtful propriety from a socialist; the charge of "the contemptible scheme of robbery and confiscation proposed by Henry George." Greater economists than he have raised this objection, men like Ricardo, Mill and Walker, yet it seems to me it has been fully met by Mr. George in "Progress and Poverty."

In taxing only the annual rental value of the land and exempting all improvements and movable products of labor, all who own such improvements and movable products would be directly compensated by that exemption. For the man who is holding unused and valuable land vacant, playing "dog in the manger," I, for one, have no care when I think of the terrible amount of poverty, crime and suffering that comes from our present system of taxation, which favors him at the expense of the industrious. Unjust taxation, favoring monopoly and speculation, is robbery and must be swept away.

The tax on ground rents did not stagger Adam Smith, who said "ground rents and the ordinary rent of land are, therefore, perhaps, the species of revenue which can best bear to have a special tax imposed upon them." Turgot, the greatest of French statesmen, was not staggered by it. Thomas Chalmers, one of the world's greatest preachers of righteousness and one of the greatest workers for better social conditions, was not overcome by the objection. A host of able men, noted for their love of right, have considered the tax just. The Roman Catholic church, upon careful consideration of Dr. McGlynn's statement of the single tax, a statement as bold and unflinching as the most ardent devotee could wish, has formally taken back its objection and removed the ban of excommunication from the great priest of the "new crusade."

In view of all these considerations, how paltry and absurd, for a socialist who proposes to take possession not only of rent but of all land and capital at a price fixed not by the seller but by the buyer, under penalty of crushing out the capitalist by the direct competi-

tion of the state, how paltry and absurd, I say, for a socialist to object to a tax on the annual rental value of land in place of the various forms of unjust taxation which now exist.

Space forbids continuing these criticisms at present, as I wish to consider socialism, as embodied in the statement of Mr. Stuart.

The people, collectively, and not merely the small capitalist class, must control all the means and instruments for the production and distribution of wealth.

Fortunately in considering socialism, we have, in addition to the writings of socialists, many historical illustrations to shed light upon the results that will probably ensue if "the nation itself shall control all the means of production and distribution of wealth in the interests of all the people."

The history of ancient Peru affords a most striking example of what may be termed complete imperial state socialism. All production and distribution of wealth was completely controlled by the state. It is true that there was neither poverty nor idleness, any more than there is in a well regulated reform school, some governed, some tended to religious affairs, some taught and the many did the manual labor. "Prescotts' Conquest of Peru," Vol. I. page 170, edition 1880, says:

Under this extraordinary polity, a people advanced in many of the social refinements, well skilled in manufactures and agriculture, were unacquainted, as we have seen, with money. They had nothing that deserved to be called property. They could follow no craft, could engage in no labor, no amusement, but such as was specially provided by law. They could not change their residence or their dress without a license from the government. They could not even exercise the freedom which is conceded to the most abject in other countries, that of selecting their own wives. The imperative spirit of despotism would not allow them to be happy or miserable in any way but that established by law. The power of free agency—the inestimable and inborn right of every human being—was annihilated in Peru.

Page 176.

The facility with which they yielded to the Spanish invader, after every allowance for the comparative inferiority, argues a deplorable destitution of that patriotic feeling which holds life as little in comparison with freedom.

Of course our socialistic friends will say that it is not imperial socialism they want but democratic socialism where the majority shall rule. But majorities may be more tyrannical than Inca, Pope, or Kaiser. Majorities are usually controlled by the few.

A striking practical illustration may be found in *Twentieth Century* for April 6th 1893, regarding Mr Owen's Socialist colony in Mexico. E. J. Schellhaus, endorsed by A. Butterfield, writing from Villa de Memoria says:

Mr. Owen had instructed his agent here, Mr. Wilber, to withhold all supplies from those who did not work for Credit Foncier Company credits (although all the old colonists here have from one to three thousand dollars in these credits) and turn the products of their labor into that company. Mr. Wilber, by instruction from Owen, taking advantage of authority claimed under the colonization concessions, seized all supplies in the name of the Credit Foncier Company and distributed them to "good colonists only," leaving Mr. Wilber to be judge \* \* \* and all "bad colonists" were denied sugar, lard and other

supplies by order of Mr. Wilber, even when cash was offered in payment. The word was "starve them out."

And this is a socialist colony started in hopes that civilized people would follow the example.

We find but little hope in the way of individual freedom, even when we turn from practice to theory, as exemplified in socialistic writings. I quote as follows from Ely's French and German Socialism :

No private individual is allowed to trade with foreign countries, and all merchandise used in such trade is confiscated for the benefit of the community. All intercourse with outside countries is carefully watched to prevent the importation of erroneous ideas and disastrous customs. Even within the country only such publications are allowed as teach the unqualified blessings of equality.—Page 37 Baboeuf's Scheme.

Speaking of Cabet's scheme, p. 52 :

Science and literature were held in high esteem and encouraged though publication was not free. Any one might write books, but only those could be printed whose publication had been authorized by law.

But that I may not be ancient, I take the following from the *Co-operative Commonwealth*, by Lawrence Gronland, the greatest exponent of socialism in this country :

Next in the nature of things family supremacy will be absolutely incompatible with an interdependent, a solidaric commonwealth, for in such a state the first object of education must be to establish in the minds of the children an indissoluble association between their individual happiness and the good of all. To that end family exclusiveness must be broken down first of all.

I quote also from the most popular exposition of socialism, Belamy's "Looking Backward," p. 62 :

"The moment the nation assumed the responsibilities of capital, those difficulties vanished," replied Dr. Leete. "The national organization of labor under one direction was the complete solution of what was, in your day and under your system, justly regarded as the insoluble labor problem. When the nation became the sole employer, all the citizens, by virtue of their citizenship, became employees, to be distributed according to the needs of industry."

"That is," I suggested, "you have simply applied the principle of universal military service, as it was understood in our day, to the labor question."

"Yes," said Dr. Leete, "that was something which followed, as a matter of course, as soon as the nation became the sole capitalist."

Page 63 :

"Service, now, I suppose, is compulsory upon all," I suggested.

"It is rather a matter of course than of compulsion," replied Dr. Leete. "It is regarded as so absolutely natural and reasonable that the idea of its being compulsory has ceased to be thought of. He would be thought to be an incredibly contemptible person who should need compulsion in such a case. Nevertheless, to speak of service being compulsory would be a weak way to state its absolute inevitableness. Our entire social order is so wholly based upon and deduced from it that if it were conceivable that a man could escape it, he would be left with no possible way to provide for his existence. He would have excluded himself from the world, cut himself off from his kind, in a word, committed suicide."

That such things will follow, the nationalization of all production and distribution, whether by imperialism or democracy, is also shown by religious history.

In the middle ages it seemed as though state and church were indissolubly united. The result was disastrous to the state, to the church, and to the individual. Whether Catholicism or Protestantism prevailed, the result was the same.

In the reign of the Protestant queen Elizabeth, it is said more Catholics were executed for their religion than there were Protestants executed in the reign of the Catholic queen Mary.

French Huguenots are said to have made feed troughs for their horses from the bodies of Catholic priests, while Catholicism is responsible for untold atrocities.

In the intensely democratic Massachusetts colony, those who dared differ from the will of the majority in matters of religion were subjected to persecution, banishment, and even death.

The separation of state and church and the introduction of voluntary co-operation in religious matters has proved of untold benefit to religion and morality.

Cannot our socialistic friends, who want to have one organization, whether imperial or democratic, control all production and distribution, learn a lesson from religious history as well as economic history?

Finally, so long as human nature remains, to a large degree, selfish, the results that I have shown forth will follow wherever the majority controls all.

To the extent that the majority is selfish, or is controlled by selfish leaders, it will try to crush out opposition.

To the extent that the majority believes itself right, or is controlled by leaders who believe they are right, they will endeavor to control the minority.

Majorities, moreover, are often wrong—minorities are often right.

Roger Williams was nearer right than his puritan persecutors, and his is a happier model than theirs for the industrial world.

Sad, indeed, will be the day when Kaiser or majority shall dictate to every workman his hours of work and his recompense therefor; to the farmer just what he shall do; to the teacher what he shall teach; to the preacher what he shall preach; and to the editor and writer what shall be published.

Though poverty were abolished, such a state would be worse than the present. It would be "Looking Backward" with a vengeance.

Sad, indeed, would it be for humanity if national control of all production and distribution were the only escape from poverty, ignorance, and crime.

Fortunately, the single tax platform follows the same path in industrial matters that our country has already followed in religious matters—opening the way for freedom of production, and for freedom of exchange, and for freedom of distribution, so that each may receive the full value of his toil. Nothing to be done by the state that can as well or better be done by individual effort, or by the voluntary co-operation of individuals.

Under its benign influence true voluntary co-operation will for the first time have full play.

# MECHANICAL.

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## COMPOUND ENGINES.

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MANY EXPANSIONS ; SOME CONSIDERATIONS.

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BY THOMAS PRAY, JR.

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The subject of multiple expansions, has for some years now, been of more than usual importance in the minds of users of steam power, in every direction, more especially has it been of vast importance to the owners of vessels, on many accounts, but there has been and still is, quite a leaning towards the "Compound Locomotive," and to examine some of the advantages as well as some of the disadvantages we will look at the facts, and in such a way as to apply to locomotives, in particular, and to all multi-cylinder engines, as well.

We have already in this series of articles referred to the Carnot cycle, which is the basis of all theoretical basis from which the computations are made to show what are the gains of many expansions, and this law is correct in theory, but never has been, nor will it ever be realized in practice, for the simple reason that it is not a physical possibility to realize the theoretical heat units in any combustible, as we are able to apply its heat to any substance in actual use—but the law is all right, only we are not able to get the theoretical heat units into realized ones on account of leakages and losses, the nature of which has been discussed in this MAGAZINE in past numbers.

As the range of temperature is the measure of efficiency in the use of steam, it follows that the range can be increased if we increase the number of expansions, and to do this, it is the only known way to use several cylinders, and do a part of the expanding in each cylinder, allowing the size of each to be so proportioned that the back pressure of the higher one is capable of doing the proper work in the next lower, and so, by a careful computation from known laws we can do the work in two, or three, or more cylinders, in equal amounts, so as to work the machinery to the best advantage, and by utilizing the heat units to save in the amount of coal used, for the reason that we expand in each cylinder some number of times, and in each case to a lower temperature, and then, by condensing at the end, add to the terminal pressure still another expansion that carries the range of the temperature to the lowest limit, so far as we have progressed in our knowledge of the use of the heat units, and there is another element in the matter to be carefully considered, and that is, that as we increase the number of cylinders we must

also increase the pressure, or we shall not have range of temperature sufficient to allow us to expand to an extent that will afford us gain.

As the temperature of steam increases with the pressure, it is easy to see that it is necessary to get a high pressure, to use even two cylinders, but in the case of three, it has been very clearly demonstrated, that it is necessary to carry nearly two hundred pounds, and this if expanded to the limit in properly proportioned cylinders for the load, shows a great gain over the ordinarily used engine of two cylinders, and here it is necessary to call attention to another fact in comparison, from which we are to form some modification of the law as usually applied, and that is this: The load of a compound engine if not adapted to its size and range of working, is not a matter of advantage, but a positive loss to use it as compared with the two-cylinder engine, and this is frequently lost sight of in actual use; and another fact is, that Mr. George H. Corliss, some time before his death, found that in his system of using cut-off valves and proportioning the cylinders, that with 125 pounds pressure (gauge) or 140 pounds absolute, and by condensing he could do an hour's work for an horse power with an amount of coal that has not as yet been surpassed on any steamship up to to-day, with any number of cylinders or any pressure by actual and careful test, showing that there is a limit of conditions as well as of proportions; but we must remember that the Corliss valve gear has not, except in a single instance, ever been adapted to any steamship, although as a matter of history, there has been, in more than one instance, some traps made that had not in fact any relation to the real G. H. Corliss valve gear, except that the designer called it a "modified Corliss" gear, and these rat traps have been most signally deficient in lasting qualities and utter failures so far as any economy has resulted, but they are now and then referred to as Corliss gear on steamships, to the amusement of the few engineers who are familiar with the actual conditions. Then it is safe to say that the record Mr. Corliss has left is not to be compared with the engines used on ships in respect to economy, but his record stands now, October, 1893, and proves that we have quite an element of loss in the piston or slide valves as used on the ship usually when compared with Corliss' valves and results.

This applies with more force to the locomotive for the reason that unalterable conditions are affixed to the machine as we must use it that forbid the use of releasing gears on the valves, so that here is another obstacle to our getting the benefit of the added cylinders on a locomotive, or the compounding, as it is called, and in addition to this we have another element over which it is so far utterly impossible to attain is the condensor: We cannot carry either the water or the air pump on the moving machine, so that in a compound engine we have obstacles over which we are not to attain, unless some new method is found of condensing without water, and two have now been tried, but are not worth mentioning, from the simple fact that both are failures.



The next element of consideration is the addition of pieces or parts, for in any consideration, starting with a machine made of the fewest possible parts, we know that the addition of any piece calls for added cost, as well as care and skill, for no man is capable of doing with ten pieces the same work with the wear that accrues to five pieces, nor can the machine maker build such a machine with added pieces for the cost he can with less pieces. The repairs other things being equal, is as the number of parts, and repairs are costly. These are the prime considerations for the railroad man to consider with care, so far only as the making money by adopting the new machine goes.

The consideration of all these problems calls for some pretty close figures, and it is a somewhat curious fact to-day that the warmest advocates of the compound locomotive are the patentees in each case, and while the writer has not the remotest relation to any patent on earth, unless it comes into his hands to be tested, he has noted with care in the reports of tests that the most important actual facts are in each case missing, and some approximations made with something or other, but in no case from positive actual weights, measures, or observation of amounts and service, but he has not time or space to incorporate them here, leaving it to the final adoption or rejection of the machine to settle the question, and it is properly none of our business here now.

If we take the possible strength of boiler plate to-day, and its limit of fire service, or the thickness which is permissible in connection with its economy, then we cannot get a pressure above two hundred pounds absolute, and as we cannot condense, we must work inside of the temperature due to that pressure as the limit of highest, 200 pounds absolute, and stop some where inside the atmospheric pressure, 14.7 pounds absolute, or release our steam at a higher pressure than that of the atmosphere, usually some pounds higher, as it calls for quite an addition to that in the highest speeds for the back pressure, and here is the whole case, so far as the efficiency goes, we cannot get outside of the range of about one hundred and forty to fifty pounds of pressure, and the temperature due to that range of pressure, and it is not the slightest difference what the patentees or promoters say as to what they can or will do, for it is as impossible to get over a certain duty out of a certain number of degrees as it is to do it on no coal at all, and it is not the slightest matter whose system of compounding it is, or which way it is done, for  $2 \times 2$  is four, and not a bit more.

Then we have another conundrum: The first requirement to-day is speed. Why do not the compounds show their "gait" in the flyers? and why do the best men on the railroad service call down the compounds from the flyer trains and put them into the freight?

If a thing is so good, why is the old one better? Give us a reason that will wash or own up. It is an expensive way to demonstrate the great gain to run in new ideas and then quietly put the old fellows back, yet it is a fact in many cases now only certain of the record.

But to return to the reasons we are to discuss, and in which we are to try to see if the theoretical gains are possible of realization, we find:

1st. The steam engine of to-day has many inaccuracies of construction, and lacks very much of attaining the theoretical, even in the percentages that are possible, and although we are supposed to have been improving, we find now, in 1893, that we are only utilizing in the whole about one-seventh of the possible heat units at the best, and the lacks of mechanical perfection in the engines of to-day make it nearer one fourteenth, as a rule, that is realized in commercial use, as a matter of fact.

2d. Steam is a very uncertain factor in its physical properties, for as a matter of practice, more attention has been paid in all generators to the *amount* of water to be evaporated than to the *quality* of heat units in their relation to being used with the least loss, and what is supposed to be steam, is usually containing from three to ten times the amount of water that it is *supposed* to carry, in theory, and this contributes to the losses of the engine in result, and in no one place is this encountered more than in the locomotives, where the conditions are so constantly changing, and where under any circumstances the expansions are limited by the conditions under which the machine *must work*, and from which there is no possible improvement to be made.

3d. The higher the initial pressure or temperature the higher the first cost, and so is the cost of maintainance and the liability of accident to the working parts, and also a greater percentage of losses from unavoidable leakage, and as we have not so high a range, owing to no condensation on locomotives, we are increasing cost and leakage with parts, and diminishing the range to some extent, as compared with large single cylinders, of the temperature in the using of the steam, multiplying parts, and loosing, as all know who have run the compound, the regulation, from the action of steam in both of the cylinder, and loosing the starting from a stop, where some extra mechanism is needed, and an engineer who has seen a compound "wallow" when starting from a station has had a smile on his face for the next ten miles, if *he* was not on her.

4th. The losses from single cylinder working in the heat units, lost and restored too late for useful effect, are made use of in the compound by being swept from one to the next cylinder, and so a saving to some extent is possible over a single cylinder, but multiplied cylinders are of increased cost for the same power capacity, requiring larger number of parts and are liable to more derangements in same time and work, and call for a higher class of skill to operate them as well as for more space on the frame.

5th. The steam engine that *we must use* to do our work is limited to: No great possibility in the range of the speed of the piston; clearance space is not to be done away with, and in the compound is usually greater than in the single engine; valve gears are not capable of being made to work much quicker, and certainly are not

simplified in the compound locomotive, and a multiplication of valves to do the same amount of indicated horse power means more leakage, more losses, more repairs and more skill to operate, and the factor of friction, which cannot be avoided, is as certainly increased as the parts are multiplied, and this is not an insignificant matter.

6th. The compound is not so useful unless it is loaded pretty nearly with the load for which it was designed, and is less adapted to great changes of load than the single cylinder, or to changes that are within the reach of the capacity of the machine.

While the statements here are not exactly in the line of the claims of some of the makers of such machines, they are gathered from pretty clear observation, and not from any single road or machine. It is a well-known fact that if we could make pretty close use of the heat units, we would be able to do a trifle over five indicated horse power with one pound of coal, with steam at 150 pounds absolute, and an engine of one cylinder (condensing) properly proportioned, but it has not come to the knowledge of the writer that any of the new compounds are quite up to that mark yet, nor any of the ocean racers, although each one tries to tell a bigger story than its latest predecessor in the same line.

It is also well known that if we could do it, there are only a veriest trifle over two and one-half pounds of water required to be evaporated to make an indicated horse power, but with all the skill and improvements there are still required from thirteen to seventeen. Allowing that the figures are really correct as claimed, and in many cases taking the above for the compound condensing, it has proved the same non-condensing compounds have called for from twenty-three to thirty-eight pounds of water, simply a fact, and in one of the very best of the full compounds of the newest locomotive lately tried, and some allowances made for errors, it was found that twenty-one pounds was actually used, while an old machine, with no new wrinkles, did its work with twenty-six, and ran faster with the same train than the compound could do on three trials, over the same track, same miles and from same station to same station, with same train and in same direction.

What railroad men are after now is something to save money in the operation of the train mileage, not after ideas or oh dears, when in the shape of an expensive man, who can do so much that "aint so." It is not a question of the size of a man's assertion, but it is "what can the man accomplish?" that is the question, and there is "lots of room up stairs."

This compound question is one that it is not easy to settle, and it is not at the moment making any great progress, for with the retrenchment now absolutely necessary, it is easy to make observations on the produced facts, and in a few months it will be seen that some of the now much vaunted machines will be in the market to the highest buyer, if not at his own price; it looks that way in some quarters that the writer is not at liberty to point out, and the deductions that lead to this decision are the result of *careful trials*, in

which the whole number of factors have been measured, not guessed at.

There is now room for any man who is big enough to save coal, but he must *do* it, and not tell *what* he can do "with his mouth;" a "mouth organ" is a good thing to have, but it is a good thing not to carry with you at all times.

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## THE PROBLEM OF THE FUTURE.

BY WILLIAM WEILER.

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A writer in one of the prominent New York city dailies solved a problem, which he himself asks in the first part of his article, greatly to his own *satisfaction* and to the *instruction of the uninitiated layman*, but in a way which is contrary to all previously conceived ideas of railroad management. After startling the "dear public" with the fact that locomotives burn a great deal of coal, and that as a consequence a great lot of ashes were produced as the result of this combustion of coal, he asks, "What becomes of these ashes?" According to the question, it would seem to be something of a mystery to account for their disappearance, but the writer was equal to the self-imposed task and solved the "mystery" of the ashes, for with the skill of a trained detective he followed up the "clews" and found that the ashes were disposed of by *simply opening the ash pans while crossing bridges over streams* and allowing the water to carry away and dispose of the ashes in their own fashion. Perhaps it did not strike this writer that the stream might be navigable, and that some craft on pleasure or business bound might be passing under some bridge, and be made the receptacle for a lot of hot ashes, to the extreme comfort (?) of all on board, or that by a series of long continued dumpings from a large number of locomotives there might be a serious interference with the flow of the water and that in time a bar might be formed, until at last it might become an embankment instead of a bridge across the stream. It might perhaps be a good plan for our railroads to thus dispose of their ashes, for they might thus be able to dispense with bridges in the near future, but the average master mechanic of the period does not seem to favor such a disposition of the ashes, being anxious for the safety of their bridges and trestles, which are to a great extent built of wood, or have to have ties and floors of wood even if the spans are of iron, as is the case in most of the recent structures on our best

roads. Wilfully dumping ashes on bridges is therefore not in vogue among our railroad men, but the orders are against it, and it is only at a few designated points that the firemen on well regulated hard coal roads are allowed to dump the ashes collected in the pan. These ashes are then shoveled from the track and help to build up the embankments which are generally chosen as dumping grounds, or are removed at suitable times to help fill in or ballast at other points, and the item of getting rid of the ashes thus forms no inconsiderable amount of expense.

Some time a notice appeared in the press of a new brake device by which trains running at fifty miles an hour were to be stopped instantly, but as the passengers were not especially mentioned, and it is to be presumed that they would not be bolted, nailed or screwed fast, it is likely that when the train stopped so quickly when running at a high rate of speed, the passengers would go on, at least as far as the end of the car, and it is to be feared that they would not insist upon the order of their going, but ignoring all rules of etiquette and polite breeding, would arrive at the end of their car in a sadly demoralized condition. The majority of trained travelers and railroad men would prefer a much slower stop, as they are in full sympathy with the man who declared it was not the height of the fall that hurt him, but the sudden stop at the end of it.

It is to be presumed that much of the "gush" we see in the papers about the marvels of electricity and its application to transportation of persons and goods emanate from the pens (not brains) of "penny a liners," who, under the pangs of hunger, get up a few hundred lines for a couple of dollars, to instruct (?) the public about things of which they are themselves as ignorant as the two above quoted. Electricity has made vast strides since "Father Franklin" first coaxed a stray spark from the clouds, and we dare not as yet set a limit to its possibilities, but when we are gravely assured that all our locomotives are soon to be relegated to the scrap heap as so much rubbish, having outlived their usefulness, we may well call a halt to consider the probability of the assertion. A locomotive, it is true, has to use up a great proportion of the power given it by its steam in moving itself, and is in this respect a consumer of power, which is a loss of just that much useful effect for other purposes, and is that much in favor of a system by which power is furnished from stationary engines, whether it be by an endless cable or by the equally endless current of electricity in a wire. While it is evident that much power can be saved in this way, it has also been made painfully plain in only too many instances, that a system depending on one central machine or one means of connection between the central power and the vehicle to be moved, is apt to "prove a delusion and a snare" at the most inopportune moments. That masterpiece of human constructive ingenuity—the East River Bridge, connecting New York and Brooklyn—has its cars moved by a cable, which is very apt to give out at the busiest time of the day, and to thus stop traffic at once and completely. Recourse is then had to

the steam locomotives, of which there are a few on the structure for switching purposes, to take the place of the cable and its motors, and it is a matter of record that these steam locomotives never yet failed to do their duty. The cable on Broadway has in its short life furnished convincing proof of failure by giving out and interrupting traffic, and this is apt to be the case with any scheme depending upon its power upon some remote central station. Perhaps there is not so great an interruption in the currents of electricity except by broken wires or electric storms as there is in cable transmission, but that the interruptions do come has been amply demonstrated in the past, and when they do the road is blocked effectively. Now we do know that a steam railroad is never blocked while the tracks are clear, and even while a part of the road is blocked the other parts of the road, even in close proximity to the block, may be kept open and free for business.

A great deal is said about the proposed electric air line between Chicago and St. Louis, which is to run at the rate of one hundred miles per hour, and a great deal of credit is given to the new power for the speed. Taking it for granted that it *might be possible* to achieve what its most sanguine promoters promise, let us see what might be expected from steam under like circumstances. In the first place, it is to be an air line, with no grades or curves worth mentioning in it from one end to the other. Next, there to be no grade crossings or draw-bridges, consequently no slow-ups at all. Then especial attention is to be paid to the form of the cars so as to reduce the resistance of the air to a minimum. Next, the cars are to be as light as possible and consistent with strength, with the largest possible wheels, so as to reduce axle friction. Taking the acknowledged record of over eighty miles per hour now to the credit of the steam locomotive, and give her the special advantages of an air line without grades or curves, with no grade crossings or other slow-ups, with special attention given to the air resistance in the make-up of the train, and it is not to be doubted that there are lots of locomotives now built and lots of engineers and firemen now living who could fire and run them even to exceed the one hundred mile per hour limit. All "the boys" need ask is equal advantages and no favors, and they need not fear the boasts of the electrician who would "knock them out" if he could, and bring in a new order of things in which he would be chief ruler. Without some radical and new feature to increase the tractive power the limit of motive power to be derived from the light electric motors would soon be reached, and then the new roads would be confronted with the problem of how to move heavy trains which has been solved by the steam roads by increasing the weight in proportion to the demands of the service. If this would have to be done on electric roads the prime advantage of not having so much unproductive weight to handle would be given up and the contest would then be nearly equalized, and the only question to be settled would be whether it is good policy to depend upon one motor or have each motor independent of every other one, and

this is not by any means a hard question to answer, and would beyond doubt be decided in favor of the present steam locomotive, for they have ever been able to keep up communication along their lines as long as there was a track left to run on.

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## THE BEST THING TO DO IN EMERGENCIES.

BY WILFRED P. BORLAND.

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About the first thing an engineer thinks of doing in case of an emergency is to reverse his engine; indeed, this act is performed instinctively, and most engineers generally have her in back before they have time to begin to think. But, is there anything gained by reversing an engine at high speed when brakes are fully applied? Any of us who have been in a tight place—on an engine that was skating into the rear end of a train, for instance—have had chances to notice what effect reversing an engine has on reducing momentum, and there are but few of us who have not remarked that reversing the engine had no appreciable effect in reducing her speed. I have been in one or two of such mix-ups, and I have noticed that after the engine was reversed she just seemed to take a new hold and make for those red lights at an increased speed, if anything. Of course, we have all noticed this peculiarity of the iron steed, but we have referred it to a defect in our own imagination; it is so natural to put her in back when we want to stop real bad that it seems the proper thing to do under all circumstances, and the man who went into a collision with his engine hooked in ahead would be looked upon as having failed to put forth proper efforts to avert such collision; but if we reason a little about the matter we shall be able to see that reversing an engine under the circumstances which are generally present about collision time does very little good. The power to stop a train which is secured by reversing is exerted only while the wheels are rolling; after there has accumulated enough pressure in the cylinders to block the wheels the engine is transformed into a huge skate, and she might as well be in one motion as the other as far as any practical effect in reducing the momentum of the train is concerned, and now that the use of driver brakes is to become a universal fact it would be well for engineers to get rid of that old instinct that impels them to put her in back every time an emergency confronts them. I read an interview with one of the prominent engineers on the New York Central, a few days ago, in which he said, in answer to the question as to what measures he would take to avert a collision, that he would apply the air and that he wouldn't reverse

his engine. He explained that by reversing, the wheels were slid and the power which the driver brakes could exert in stopping the train was thus rendered useless. His idea was that when the air brakes were fully applied an engineer had taken the most thorough and effectual measures to avert collision that could be taken, and that it was an entire mistake to reverse an engine under such circumstances as the very danger that it was desirable to avert was thereby increased; and I thought his views and reasons were eminently correct. But it is an awful hard thing for a man to stand up in the face of an inevitable collision and not reverse his engine, and then there is another phase of the question which must be taken into account. The general public have been educated to believe that it is just the proper thing for an engineer to reverse his engine in such cases. The noble engineer who went down with his engine reversed has been held up to the public gaze for years as a hero who did all that mortal man could do to avert catastrophe, and is it not possible that this fact has had some sort of a psychological effect in determining the action of engineers in such cases? An engineer who was so fortunate as to come out whole from a collision that had resulted in loss of life might have some terribly hard explaining to do to the representatives of the public in order to satisfactorily convince them that he had done just the proper thing by leaving his engine hooked in ahead, and it is not a pleasant thing to be pointed out as a man who has failed in any way to adopt proper measures to avert disasters of this kind. In cases of inevitable collision it is desirable to reduce the force of impact to the lowest possible point, as anything gained in this way represents less destruction of property and may represent a saving of life as well. It seems, then, as though there ought to be some clearly defined rule for such cases made and provided which should be based upon scientific facts that could not be disputed, and which an engineer might follow with full confidence that he was doing exactly the right thing. It is easy enough to secure scientific data from which to construct such a rule and the point is one that ought to authoritatively settled. Another point is the proper use of the emergency feature of the air brake. Bro. Garaghty has favored us with some very interesting remarks on that subject, and it is one that has received considerable discussion in different technical journals. The consensus of authoritative opinion seems to support the conclusion presented by *Locomotive Engineering*, as follows:

Some harm has been done by too fine haired theorizing on this subject, and too many chances are being taken when the recharging plan is used, or attempted to be used.

With a short train a quick throw to full release might increase the auxiliary pressure some, but the time is too short to get much past the feed-port, and besides this, the distance between the train and obstacle is lessened very much. It would have been far more effective to have had a lower braking pressure for the longer time. In an emergency time is everything. If you recharge you lose what air you have in your cylinders; you release your brake entirely and lose valuable time in the uncertain hope of getting a better hold when you do apply.

L F M 5 Nov 98



Every man can not calmly sit in front of an emergency and figure this out—*don't fool with it, but go to emergency at once.* You may have reduced your pressure in service application so much as to prevent the quick action valve from working, but rest assured that the brake is full on *from the start.*

We want this lesson impressed on all young runners who are so interested in every detail of the brake, and who are striving to be expert with it. You may try to be "too fine" with it in a case of this kind. An emergency stop should call for the engineer to slam his valve-handle into the emergency notch and leave it there. You might save some of the train-line pressure, if the brake was fully charged, by causing the quick-action valves to act by a quick reduction of twenty or thirty pounds, and then bringing the valve to lap. This would be advisable in making a water tank stop or where emergency has to be used to prevent running by a station, where failure would simply mean inconvenience; but where there is a real emergency, no matter what you are doing with the brake, don't take any chances; go to the emergency stop instantly. It's sure, safe and correct.

The *The National Car and Locomotive Builder* complains that engineers in this country are not as generally disposed to recognize the immense advantage of running with wide open throttle and short cut off as they ought to be. The claim is made that but a small proportion of the engineers are disposed to give heed to the great economy which may be attained by this method of running, and the company's net earnings might be increased by a very respectable figure if engineers were only impressed with the necessity of following economical methods, running with wide open throttle being the chief factor in the problem. Some very interesting figures showing the saving that may be attained by proper management on the part of engineers are presented, and I reproduce them here:

In long time tests of one compound and nine simple locomotives on the Chicago, Milwaukee & St. Paul Railway, reported by the Committee on Compound Locomotives to the late Master Mechanics' Convention it is shown that the average fuel economy of the compound (run by two different engineers) over the simple locomotives for the eleven months of the test was 10.7 per cent; and that while in charge of one engineer for five months the economy over the simple engines reached 17.5 per cent., and while in charge of the other engineer for six months the economy over the simple engines was lowered to 4.3 per cent., which the conditions strongly indicated was due to inferior management by the second engineer. We have known of a normal economy of 15 per cent. due a compound locomotive over a simple engine, being reduced to 2 per cent. by superior management of the simple engine. If there is a possible fuel economy of 15 per cent. to be gained by simply having the engineers perform their duties properly, why is there not a general and determined movement made to bring about the improvement? The fact is that a larger fuel economy than 15 per cent. is possible on most railroads by perfecting the methods of running and firing locomotives. Long and short cut-offs constitute but a factor of the problem, although the chief. There are other factors of almost equal importance such as regulating the feed water and firing. There is a general apathy in regard to the matter that is hard to understand, but that, nevertheless, is responsible for waste that continuously and industriously eats into the net earnings of railroads.

If it is true, as stated, that a fuel economy of more than 15 per cent. "is possible on most railroads by perfecting the methods of running and firing locomotives," then the point is one that is certainly worth looking after. Fifteen per cent. is a big saving in so

large an expense account as that which goes for the purchase of fuel on railways.

Reading Mr. Pray's remarks on the "curiosities of technical journalism," and reading an editorial which appeared in the *Railway Age* recently, one might very properly make some remarks on the discrepancies of partisan journalism. The *Railway Age* is notoriously the partisan of the railway stock and bondholder—as it has a perfect right to be—and it is never at a loss for an argument calculated to present the iniquities of railway management to the general public in the most favorable light possible. Its premises are not always correct nor its conclusions always logical, but it generally manages to adhere closely enough to facts to save itself from appearing ridiculous, and there are times when its arguments rise to the height of sublimity. But sometimes, when it discusses the science of comparative deleteriousness, it is inclined to sacrifice facts in order to secure harmonious illustrations, and when it produced the editorial referred to was one of those times. Here it is:

Excessive capitalization is sometimes alleged, and in some cases with reason, against American railways, but none of them compare in amount of capital per mile with the London & Northwestern company, which on 1,890 miles is capitalized for \$529 200,000, or about \$280,000 per mile. Yet this costly property yields its semi-annual dividends with regularity, because British railways manage to obtain living rates. At the rates to which American roads have been reduced even the London & Northwestern would soon be bankrupted.

Surely, I thought, there is something wrong about that. It isn't possible that Americans would allow those English duffers to outdo them on a little point like the capitalization of railways, and I turned to the report of the Inter state Commerce Commission for the year ending June 30, 1890, and found quite a number of roads capitalized for more money per mile of line than this English road. The commission reports the Central New Jew Jersey capitalized for \$370,157, per mile of line; the N. Y., L. E. & W. for \$325,549; the P. R. R. for \$477,244; the P. & R. for \$581,826; the C. & W. I. for \$283,639 per mile of line, besides a vast number of subsidiary roads, small independent roads, bridge, transfer and terminal companies which are capitalized for vastly greater sums than this English road. The Inter-state Commerce Commission has gone to a good deal of trouble to present misleading figures or else the *Railway Age* is mistaken. Which is it?

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### NOTHING GAINED BY RE-CHARGING.

MR. EDITOR:—In answer to the article on "Air Brake Practice," I want to say something in regard to the action of the triple valve. The point at issue is whether or not it would be of any benefit to re-charge the train pipe before applying the brake in emergency after a partial service application is on. There is nothing whatever

to be gained by this method; on the contrary there is a positive loss of power as well as a waste of time and air. For, it is necessary to reduce the train line pressure below that contained in the auxiliaries in order to get any action on triple valve, and by re-charging train pipe the brake partially on is reduced and that power is lost by passing from brake cylinder to atmosphere. Suppose, for instance, that we are carrying seventy pounds pressure in train line and auxiliaries and we made a partial application of, say, ten pounds. We have but sixty pounds left in auxiliaries, and no matter how much air is put into train pipe it must be drawn below that contained in auxiliaries at least twelve pounds in order to get the emergency action of the triple. Besides, we have released the brake which was already on with a pressure of twenty-five to the square inch in the brake cylinder, consequently losing over one-third of our original power; for a twenty pound reduction in train line in service application will cause the two pressures to equalize in auxiliaries and brake cylinders. So we have lost half of our power by releasing that we could have had in brake cylinders by applying the brakes in their fullest capacity in service action; and as we increase our power only 20 per cent. above service application by the emergency application—which would only make a difference of ten pounds per square inch in brake cylinders—and lose twenty-five to the square inch by releasing our partial application of ten pounds. I think it will easily be seen that there is no gain, but rather a positive loss of power and time by re-charging train pipe.

Now, in case our brakes were partially applied and the occasion should arise for an emergency application, if we move hand e to extreme emergency, allow it to remain there a short time, and then bring it back to lap position—but slowly, so as to prevent the surge of air from the rear of train from releasing the head brakes—we will be doing the best braking possible under such circumstances; and we will no doubt be stopped before our brakes would begin to work were we to re-charge train pipe first, as the reaction of air in train pipe would take time, and time in an emergency stop means something, sometimes saving of both lives and property. Of late I am beginning to think that most of those wrecks caused from automatic air not working—as the engineer says in making out his statement of the wreck—are the result of just such theories as Mr. Garaghty mentioned in his article; because any one who understands the action of the automatic brake knows that if they have air in their auxiliaries and train pipe it will never fail to work if applied right. If not, it seems strange that whenever there is anything left of a wreck to permit an examination, they always work all right. And when the officials of the road on which the wreck happened know the exact action of the automatic brake they can easily locate the cause of the accident; and I do hope that it will never occur to any of the readers of this MAGAZINE that they shall be running the engine and after an accident happens have their brakes tested and find them all right, and if they will only study it will not.

Now, I shall ask a few questions :

1. Why is a triple valve called a "triple valve?"
2. In what relation does the main piston in the triple act with that of the equalizing piston in the brake valve?
3. What is wrong with triple when it works in emergency with a reduction of six to eight pounds in train pipe, and it applies in service action all right when a reduction of not over five pounds at a time from train pipe is made?
4. What is wrong with a quick acting triple when there is a continual blow-out of the pressure retaining valve, when the valve is in release position?

SAN ANTONIO, TEX.

*J. R. Norton.*

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### THE AIR BRAKE.

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MR. EDITOR:—In conversation with an engineer recently, upon the air brake, he wanted to know what was the reason of air surging in the train pipe, or "concussion of air," as it is sometimes called. With the old form of brake valve, or three way cock, we were troubled to a considerable extent in that way, caused by reducing a considerable amount of air from train pipe and then suddenly closing the valve, which would first set the brakes on the front cars and the air surging forward from the rear cars—caused by a too sudden closure of the valve—would release the forward brakes. This surging could be reduced to some extent with the three way cock, if the engineer, instead of closing the valve suddenly, would close it gradually; then a partial equalization would take place in the train pipe. With the new valve we are using now there is no more surging of air in train pipe, or at any rate the evil has been greatly reduced, and it was this valve that was designed to overcome it. I will try to explain my reasons for so thinking: The piston in the engineer's brake valve is governed in action by air pressure, the train pipe pressure underneath it, and the equalizing reservoir, in connection with the brake valve chamber pressure above it. When an application is made we first reduce the pressure from the equalizing reservoir and brake valve chamber through the preliminary exhaust port, which is above the piston, and as soon as this pressure becomes slightly less than the train pipe pressure, which is underneath the piston, the latter will rise; train pipe pressure will then escape, and will continue to escape until it becomes less than that remaining above the piston, when it will re-set itself. So it can readily be seen that with the brake valve we are using to-day the discharge of air in train pipe is governed by air pressure, with which the discharge must equalize in applying the brakes; and no matter how quick a reduction is made, afterwards turning the handle to lap position, the train pipe pressure will escape until it equalizes with that remaining

above the piston. For this reason the brake valve we are now using practically prevents the surging or concussion of air in train pipe, and it has received the most appropriate name of "Engineer's Brake Valve, with equalizing discharge."

BALTIMORE, MD.

*Walter C. Garaghty.*

### ANSWERS AND ADVICE.

MR. EDITOR:—Mr. J. E. House says that "engineers who say a certain wedge is stuck are correct." I claim the wedge is not stuck; it is the box that is stuck. For this reason: The wedge is rigid; it is held tight by the wedge bolt and the keeper bolt through the pedestal jaw of the frame. Strictly speaking it the box that is stuck.

2nd. Bro. Weiler's account of an engine running without steam or water is correct. The circumstance happened on the Baltimore & Ohio, I believe; the engine was reversed while being towed. I remember reading an account of it a number of years ago.

3d. Ira McNaught wants to know how far a spot on the outer edge of a wheel five feet in diameter will travel in going a given distance. In one revolution, it will travel five times 3.1416, or 15.708 feet.

4th. Allow me to give some of the younger brother firemen a little advice. When you are around the engine house, or in fact anywhere, don't tell about the fast runs made, and close runs to meeting points; it will do you no good and may get to the ears of those in authority who will make it warm for your engineer. Do your railroading out on the road; that is the proper place for it. This advice was given me when I began railroading, over eighteen years ago, and I have always found it sound.

SAN ANTONIO, TEXAS.

*Henry D. Cook.*

### A FIREMAN'S EXPERIENCE WITH EXTENSION FRONTS.

MR. EDITOR:—I have often been asked what I did to the 249 to make her steam so well, and as I think your readers will be interested in my answer to that question, I will tell them what I did to her. In 1888 I was assigned to engine 249, an eight-wheel Blood engine, 17x24, just out of the shop and a regular beauty. I was proud of her as she went puffing through the yard with a heavy train behind her, but how do you think I felt when I discovered that she would not steam? When we got to the end of the division my engineer reported her not steaming; they did some work on her, but she steamed no better than before. We had her diaphragm plate raised, but with no result. Then we had it lowered, and whatever way we

had it there was very little change in the way she burned her fire. Well, I tried her another trip and it was the same old story; we got about half over the division when we had to clean her fire. I went at her with the slash bar and hoe, and when I got through I was tired out and my hands were pretty well blistered. I said to old Bob (everybody knows old Bob, my engineer), "What do you think is the matter with her?" "Damfino," was the only answer I got to my question. I thought I would have to do something to make her steam or old Bob would have my hide hanging on the bell cord before another week was over, so with Bob's consent I secured the help of the boiler maker, and we went after the front end. We found a half-circle diaphragm plate, which in my opinion was the cause of her burning her fire around the edges of the fire box and throwing the coal up in a dead heap in the center; her front end would also fill with cinders. We removed the half-circle and put a straight plate in its place. We raised this plate thirteen and a half inches from the bottom of the smoke arch and placed a wing plate on each side of the arch, five and a half inches wide. That gave a center draft, and the change it made in the steaming of that engine was simply wonderful! She burned a nice, level fire, steamed well, and saved from fifteen to twenty per cent. of coal. I am not able to say by what per cent. she lightened the burdens of the fire boy.

CHERRYVALE, KAN.

*Ira McNaught.*

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### WHY THEY PULLED THE FIRE.

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MR. EDITOR:—In answer to Mr. Weiler's questions, I will say that in the first place we ran out of water on account of having a hole cut in our water hose while we were running at a high rate of speed, but we managed to get to a water station with the light engine. After drawing the fire we had thirty pounds of steam and about one inch of water on the crown sheet. After filling the tank with water we put the injector on, closed the heater cock and turned on the blower. The injector worked until we had three gauges of water when it was shut off. The tank holds 3,600 gallons, and when it is full the water level is eighteen inches higher than the check, and six inches higher than the injector, and, as I said before, I think the weight of the water in the tank had a good deal to do with the injector working, as with the heater cock shut, the hose and tank valves air tight, and the blower turned on the weight of the water in the tank was enough to overcome the resistance at the check, and water will always find its level. Perhaps Mr. Weiler does not consider an engine with thirty pounds of steam and an inch of water on her crown sheet a dead engine? There is a little life in her, but not not enough for service. Furthermore, it is not absolutely necessary to have steam to kindle a fire with, and I do not think it a

good plan to fire up an engine with less than three gauges of water in her boiler. Mr. Weiler will no doubt think it strange that we drew the fire at the water plug? As soon as I got water started in the tank we tried the injector and it would not work; then we draw the fire so as to be on the safe side. When the tank was full the injector worked as before stated.

ALLEGHANY, PA.

W. J. Edwards.

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### CONCERNING TRIPLE VALVES.

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MR. EDITOR:—Mr. J. C. House, in answering Bro. Harvey's question concerning stuck wedges, says: "Engineers who say a certain wedge is stuck are correct." I think Mr. House is mistaken. A driving box wedge forms a part of the pedestal and is always stuck to it, that is, held in an immovable position. There is no movement of the wedge, and a thing that sticks must be something which has motion. According to Webster, to stick is "to stop; to be arrested in a course." Should we slam a door which fits closely in its casing and discover that it was difficult to open, would we think it was the casing that had stuck? Rather, would we not think the door was stuck? Here the door represents the driving box, which has motion, and the casing represents the wedge, which has no motion; therefore it is the box which sticks and not the wedge. Bro. Garaghty, writing of "Air Brake Practice," asks: "When a partial application is on and occasion should arise for an emergency application, would it be better to push the handle to the emergency notch, or first release the brake just long enough to recharge the train pipe and then make the emergency application? Bro. Garaghty states that this question has been asked and a considerable discussion has grown out of it. I agree with him in his views on the subject, but would call his attention to one thing which he seems to have overlooked. If train pipe was equipped with the quick action triple valve it would require a different application than if equipped with the old style valve. Should we make an ordinary application with the old style triple and occasion should require us to use emergency, there would be nothing but a waste of air and a loss of braking power to release brakes; under these conditions the engineers' valve should be pushed to emergency position, when the triples would travel their extreme distance in the direction and upon graduating spring and give all of the auxiliary pressure, or rather, about fifty pounds of it, to the brake cylinder. With this triple, no train pipe pressure would combine with auxiliary pressure; a sudden and instantaneous application would not give any greater braking power than a gradual application, but only a quicker application of the same power. But with the new triple the action is different. A quick application with the new triple gives twenty per cent. more

braking power than with the old style, by combined auxiliary and train pipe pressure; but the reduction of train pipe pressure must be sudden in order to trip the emergency valve in quick action triple, and also, if the reduction in train pipe be gradual the air will all be discharged from the pipe through engineer's valve, and none pass through emergency valve to brake cylinder. I wish to ask two questions, as follows:

Why does the smoke arch, or extension front, heat more when the spark cap and spark hopper are left open, than when closed?

Why is it that some triples will release after application is made, without releasing engineer's valve?

AMORY, MISS.

*James Carey.*

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### CLINKERS.

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Recently I met one whom I had known in former days, and pleased was I to find him in prosperous circumstances; he sported a diamond in his shirt front, he carried an elegant chronometer, he pulled the throttle on an engine that was just a hummer, he carried a roll right with him in his inside pocket and he was otherwise pretty well fixed, although he was a workingman.

I found that my friend had grown some since last I met him, and that he had acquired some rather exaggerated notions of his own importance. In our conversation we drifted around to the labor question, and here I found that my friend had developed into an aristocrat. He had a sort of contempt for common laborers. His clear cut enunciation of the doctrine that the four dollar a day man has nothing in common with the one dollar a day man was highly edifying, and his argument on that point was well sustained.

In retrospect I traveled back to the time, long since past, when I had first met this aristocrat, and in my mind's eye there arose a picture of a lank sort of pumpkin husker, with patches on the seat of his pants, callouses on his hands and a cow's breakfast on his head; who didn't know a lazy-cock from the proverbs of Solomon, and who had strayed in from one of the back counties and secured a job of wiping the engine on a work train I was connected with. After some little mental effort I succeeded in identifying the original of this picture as the aristocrat before me, and I was forced to the conclusion that there might be some truth in the theory of metempsychosis after all.

It is gratifying to see a man who has risen by his own efforts from a position of obscurity to one of responsibility and financial independence, remembering the rocky places in the road he has traveled, and placing himself in sympathy with the struggles and aspirations of his less fortunate brothers; but it is inexpressibly sad to see a



man who has thus risen forgetting that he himself was once a fireman, or perhaps a section hand, a farmer or a ditch digger. It is evidence that there is something wrong with his mental apparatus, and such a man is to be pitied.

To note the expressions and actions of some of these aristocratic engineers one would almost be led to suppose that engineers grow on trees, to be picked when ripe, like any other fruit, that they had never been subjected to the common old hard knocks which most workingmen have to endure, and that they were so secure in their position as to be quite certain that they would never have to mix with the common herd in the army of labor at all.

If these aristocrats would pay some attention to political economy they would be able to see that the wage earners are all in the same boat and that the position of the high priced workers can only be maintained by maintaining the position of those below them. Even throwing all truism entirely on one side and trying the case by the canons of pure selfishness, the high priced workers are doing the proper thing when they doff their aristocratic prejudices and unite on the broad platform of the solidarity of all labor.

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PLANS have been drawn up for what, when finished, will be one of the world's greatest bridges. This new structure is to cross the river Mersey at Liverpool. It will be of arched suspension type in three spans, the roadway being suspended from an arch. Each span will have a clear waterway of 1,000 ft., the center span having a clear headway of 150 ft. above high water of ordinary spring tides. The bridge will allow for a roadway 40 ft. in width, sufficient for at least four lines of wheel traffic, and two outer footways, each 7 ft. 6 in. wide, the roadway being laid with wood and the footpaths with granolithic pavement. In addition to the provision for ordinary wheel and passenger traffic, an overhead electric tramway is to be constructed along the center of the road.—*American Engineer*.

A SCHEME to utilize the World's Fair buildings when the Exposition is ended was recently suggested by Maj. J. G. Pangborn, President of the American Exhibitors' Association. His idea is to make Jackson Park the union station for all the railroads entering Chicago. The great building now devoted to manufactures and liberal arts would be the central station, the largest and finest in the world. The advantage of the lake frontage for water traffic, the many hotels in the vicinity, the easy communication with the elevated and cable lines, and the fact that the terminal facilities already provide for every trunk railroad were dwelt upon.—*National Car and Locomotive Builder*.

THE extremely uniform covering of foreign passenger cars, which many visitors to the World's Fair notice as being remarkable, is due to the siding being of steel about one-eighth of an inch thick. This practice of using steel for covering is followed because the material is cheaper than good wood siding, and the claim is made that it takes a better polish than wood and wears longer without revarnishing. Those who have had experience with iron cars in this country agree that the outside finish is more easily maintained, as there are no nails to work out and no cracking to damage the paint and varnish.—*Locomotive Engineering*.

# WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER, STANFORD UNIVERSITY, CALIFORNIA.

## FROM THE CENTER TO THE CIRCUMFERENCE.

STANFORD UNIVERSITY, September, 1893.

From Chicago to San Francisco is a great distance. Even with the splendid system of limited trains and all the conveniences of modern travel, it is a long and fatiguing journey, and the traveler feels a sense of relief when he steps from the ferry at the City of the Golden Gate. I think, possibly, the reader may feel some interest in a condensed account of our overland trip, before we settle down to our usual discussion of the practical questions of the day and age.

Two weeks were spent very pleasantly at Terre Haute, our old home, visiting relatives and friends, and receiving many cordial wishes for a safe journey and a pleasant sojourn in our new home. People always feel an especial interest in those who are going to live in California or any of the states on the Pacific coast. It is so far away and so much in the nature of an experiment. We were disappointed to learn that Mr. Debs was in Wyoming and we should not have the pleasure of seeing him. We called several times on Mrs. Selby and tried to speak an encouraging word which might help a little in the brave struggle she is making to rise up out of her great sorrow, but at such times words are always weak and inadequate.

We left Chicago on a beautiful Sunday in August, via the C. B. & Q. R. R., and made our first stop at Colorado Springs. After a refreshing night's rest at "The Antlers," an excellent hotel, we started early the next morning for Manitou. I had visited this place before but was desirous that my daughter should see its beauties. We drove through the Garden of the Gods, which has a world-wide fame. There is nothing like it on the globe. On a smooth and easy carriage road one winds in and out among great rocks of red sandstone that tower hundreds of feet upwards and assume many fantastic shapes. There are castles and towers, gateways and sentinels; some in the form of huge toadstools, anvils, sea lions, buffaloes, stage coaches—indeed, with but slight effort of the imagination one can find striking resemblances to an infinite variety of objects. Some of these huge boulders are so perfectly balanced it seems as if a touch would send them crashing down, but there they have stood for centuries. What convulsion of nature placed this wilderness of mighty monuments within this limited space, as smooth as if wrought with a chisel, standing in the midst of a barren desert? This is a question which has puzzled the geologists of many countries, who have studied these

peculiar formations. On their sides are curious tracings resembling the human form, the heads of animals, etc., but nowhere the faintest hieroglyphic to tell their own history, and, apparently, it will remain an unsolved mystery to the end of time.

There are many most interesting points at Manitou, among them a drive along Ute Pass, the ancient Indian trail, which formerly was a narrow ledge on the side of the mountain, but by blasting and filling has become a wagon road, which winds up to the summit of the mountain and brings the traveler to the Grand Cavern. This is only one of several immense cavities in the sides of the mountains. Hundreds of people could enter it at one time, it is cool and dry and has many stalactites and stalagmites. In one place, away up in a dark and gloomy dome, these take the form of long, thin segments, from three to eight feet in length and several inches wide, fastened securely in the sides of the cave. By means of a ladder, a young man climbs up into these dark recesses, and placing his lantern on a projecting rock, he strikes these crystal notes with a little mallet, and plays any tune desired. To hear "America" or "Nearer my God to Thee," played upon this great natural organ seemed strangely appropriate, but when "After the Ball" sends out its flippant notes, one feels that it is a sacrilege. The register shows that 20,000 persons visited this cave last year. The attractions about Manitou are endless. There are mountains and caves, falls, glens, picturesque drives, natural parks, diversified mountain scenery, fine mineral springs and the purest air in the world. There are a number of fine hotels and it is one of the most enjoyable pleasure resorts in the country. The visitor, of course, will go to the top of Pike's Peak, which he can do at his ease in a comfortable car, while a locomotive does the work, and there, with his head in the clouds, he can forget for a brief moment that he belongs to the earth.

#### THE CAÑONS OF COLORADO.

The traveler who can spare the time and submit to the inconveniences will so arrange his trip as to travel by daylight through the unparalleled scenery that lies along the route of the Denver & Rio Grande railroad. He will be many times repaid. It is not equalled in this country and I doubt if anywhere abroad can be found such a spectacle. There is every variety of natural scenery and, in addition, an exhibit of as wonderful feats of engineering skill as ever were performed by man. We left Colorado Springs at ten o'clock in the morning and a ride of a few hours brought us to the thriving little city of Pueblo. It seems to have risen up out of the desert, as, indeed, it has. All roundabout appears barren, and yet experience has shown that only water is needed to produce the most excellent results. The water is in the mountains, and how to get it to the sands is the problem which man is considering and gradually bringing to a solution. At Pueblo are the great Colorado Coal and Iron Works, one of the largest of the kind in the world, and many large smelters for gold and silver ore. It has numerous mills and manufactures and is a prominent thoroughfare for western travel.

From Pueblo we turn our faces westward again. The first point of interest is Cañon City, situated at the entrance to the largest cañon ever penetrated by a railroad. At Hot Springs, a mile away, we enter the "Grand Cañon of the Arkansas River," one of the wonders of the world. This river here breaks through the mountains, following the pathway of the cañon. The narrowest part of this is called the "Royal Gorge." Visitors come from Europe to traverse this Gorge, and it does not seem possible that any should ever experience a disappointment. At first sight it would seem incredible that the wildest imagination would ever conceive of building a railroad through these rocky recesses where there was scarcely room for the river to find a tortuous pathway. The road was needed, however, and the wonderful brain of man found the way. The granite sides of the mountain were blasted away and the road bed was literally forced from nature. It follows the contour of the cliffs, with the swift and muddy river so close that one could step from the ties into the water. For seven miles the road runs between these cliffs of solid granite, from 1,000 to 2,627 feet in height. As the train rushes through this awful fissure, only a faint strip of blue sky can be seen over head, and the roar of the train mingles with that of the river as it foams and dashes over the great boulders. At one point where it was impossible to gain the necessary space from the masses of unyielding rock, an iron bridge is suspended from the overhanging walls. The spreading of a rail, the breaking of a girder would mean—eternity. Man seems but an atom, a speck upon the face of nature, and yet—it was his master mind that triumphed over nature and wrested from her the pathway she denied.

After passing through this mighty chasm we follow the winding path of the river for many miles through the mountains. Sometimes they are high, rugged and rock-crowned, sometimes gently sloping and covered with verdure. Occasionally, in a tiny valley, one sees a little house, with a garden patch, a cow, a dog, and children standing in the door, and he speculates on the fate that places them in this spot of utter isolation and wonders what manner of life they lead. And then he looks at the immense spaces of mountains and valleys, solitary and uninhabited, and he thinks of the tenement houses of cities, whose inmates have scarcely a place to lay their heads or a cubic foot of air to breathe. And again he ponders, helplessly and hopelessly, upon the terrible inequalities of life.

Toward evening we reach Salida, and here we must stop and remain over night, if we would see the rest of this gorgeous panorama by daylight. It is always a relief, when making a long journey, to stop off and sleep in a Christian bed. After several nights on a sleeping car it is difficult to have any respect for one's self or one's fellow passengers. The sun was hardly above the tops of the mountains the next morning when we boarded our train for the famous ride over Marshall Pass. From the moment of starting, there is a steady ascent, accomplished by a series of bewildering curves and convolutions. The great mountain range must be crossed and it can

be done only by following the windings of the gulches in an intricate maze. Weaving in and out, the road creeps upward, terrace above terrace, doubling upon its track. The accent is by an almost spiral pathway and, at one point, the traveler looks down upon four lines of road which he has traversed. Far up on the mountain side we come to a freight train which has proved too heavy for its motive power of three engines. We join our force to theirs and our train, with five engines, proceeds slowly upward. At times we can look out of the car window and see both ends of our train. We pass beyond the timber line and look down upon the peaks of many mountains. Like great billows of a mighty ocean they roll away into the illimitable distance. There is no sensation in the world so inspiring as that of riding on and on upon these mountain crests. There is no scenery on earth so magnificent.

At length, we come to Marshall Pass, on the summit of old Mount Ouray. We are in the clouds, nearly 11,000 feet above the level of the sea. It has been gradually growing colder and, all of a sudden, at noon on this August day, we find ourselves in the midst of a snow storm! From Marshall Pass we begin the descent into the beautiful and fertile valley of the Gunnison. Down a winding road, along the edge of precipices, following the course of Tomichi creek, we come down the mountain sides and into the meadows watered by the Tomichi and the Gunnison. The town of Gunnison is beautifully located in the heart of the gold and silver mining country, and the hills and streams in the neighborhood, abounding in game and fish, make it a favorite locality for tourists. The Gunnison river and valley are the most picturesque and beautiful that the imagination can conceive. In a little while, however, the meadows and wooded hills and crystal lakes are left behind, the scenery becomes more rugged, the stream grows narrower and swifter, the cliff grow steeper, we are approaching the great "Black Cañon." This is twice as long as the "Grand Cañon of the Arkansas" and, although not so narrow and so awful in its aspect, it is more interesting. For fourteen miles we ride in an open, observation car through its dark and gloomy recesses. The cliffs are diversified in appearance, some of black granite and other of red sandstone, they rise to a height of 2,500 feet. It requires no stretch of the imagination to see castles and fortresses, pyramids and cathedrals. On the sides grow cedars and pines, and waterfalls dash down the cliffs. We cross and recross many times the swift, dark river, where the sunlight never falls; we gaze in silent awe at that gigantic pinnacle, the Curraenti Needle, and when we emerge from these vast depths, at Cimarron, we feel that all else which nature ever may present will seem dwarfed and small by comparison.

For many miles, after leaving Montrose, the scenery is peculiarly interesting. Across a wide expanse of desert are seen great groups of red sandstone formations which so startle the traveler by their resemblance to castles and churches and cities, that he is confused and bewildered by the illusion. Seen in the warm glow of a declining

sun, they are bathed in a mist of purple and rose and gold that baffles all description, and this scene forms a fitting finale to an experience which would amply repay the traveler, even though it had cost him infinitely more time and money and inconvenience. Evening brings us to Grand Junction, 425 miles from Denver, at the junction of the Grand and Gunnison rivers, on the western border of Colorado. The early morning finds us passing through Castle Gate, two huge pillars five hundred feet high, of a deep, red sandstone, guarding the entrance to the "Price River Cañon." For many miles are wonderful cliffs and beautiful river and mountain scenery. In a few hours we enter the rich and fertile Utah Valley, the garden spot of the west.

#### SALT LAKE CITY.

Through the pretty town of Provo and past that lovely body of water, Utah Lake, flowing through the river Jordan to join its waters with those of the Great Salt Lake, we come at last to Salt Lake City, which we consider worthy of a visit. We find it to be a thriving town which has improved wonderfully within the past few years. The town was beautifully laid out by the original Mormon settlers. The streets measure a hundred and thirty-two feet from curb to curb, and are finely shaded by large trees. Under Gentile administration they are being extensively paved with asphalt, and there is an excellent system of electric railways. To a stranger the interest centers in the associations connected with the Mormon dynasty. The old Tithing House, where a tenth of all the products were taken to be sold for the church, is the first spot to be visited. On the same square is the famous "Bee Hive," or city residence of Brigham Young. All of these are enclosed in stone walls, very high and thick, but through the open gates (for mystery is no longer desired) we get glimpses of a number of houses, apparently divided into apartments or suites of several rooms. The street is spanned by a splendid arch surmounted by great bronze eagles, built by President Young. Across the street is the pretentious residence occupied by "Amelia," the favorite wife. All of these wives and their numerous children are scattered now, and it would be useless to repeat any of the marvelous tales that are told in regard to them.

Occupying an entire block, which includes ten acres, are the grounds containing the Temple and the Tabernacle, and surrounded by a very high wall. The latter is the ugliest building imaginable, resembling a great ante-diluvian turtle, and yet it is one of the most wonderful structures in the country. It seats several thousand people, its arched roof has no visible support, and its acoustic properties are so perfect that a whisper on the platform can be heard distinctly in the farthest corner of the gallery. The Temple is one of the beautiful buildings of the world. It is built of gray granite, covers an area of 21,850 feet and rests upon a foundation wall sixteen feet wide and sixteen feet deep. It is 99 feet wide and 186 feet long and has six towers, rising into the air 222 feet, and the central one is surmounted by a magnificent statue, twelve and a-half feet high. It

represents the angel Moroni, blowing a trumpet, and is made of hammered copper gilded with pure gold leaf. It was completed and dedicated April 6th, 1893, just forty years from the day it was commenced. The story of its building would cover the remarkable history of the Mormon people during this period. The interior of this Temple is said to be magnificent in finish and decoration but only a chosen few are permitted to enter. "The general public will be admitted at five dollars a head, before a year," said a scoffing Gentile. We visit the Great Salt Lake, the noted Garfield Beach and the new resort, Saltaire, with their pavilions, their bands of music and their fine beaches. A chapter might be written of this interesting place, but space forbids.

It is with something of reluctance we take the Southern Pacific, at Ogden, and start on the long, hot and dreary journey across the Nevada desert. Wide, arid wastes of burning alkali sands, bare and blinding stretches of mountains in the distance, the scorching sun shining out of a brazen sky—there is nothing to relieve this terrible trip except an occasional oasis where the train stops for water and the passengers rush from the cars for a sight of green grass and a breath of fresh air. The desert comes to an end at last, and Reno, which marks its termination, will ever remain a name blessed in memory. We begin the ascent of the Sierra Nevadas and the cool mountain air rushes in like a breath from heaven. Rocks, rivers and mountains form a magnificent panorama of natural beauty. Truckee is "roofed like an Alpine village" and suggests the snows of winter, and two great engines bring us to the highest point on the road, Summit, on the very top of the "divide," which separates the waters of the mountains and sends them to the east and the west. Over 7,000 feet above the sea, we can still look upward to the mountain peaks 3,000 feet overhead.

It would be idle to attempt a description of the scenery. The mountain pass, Cape Horn, has an international fame. The road bed is carved from solid rock and the passenger may look straight down into a chasm 2,500 feet in depth, as his train apparently clings to the rocky mountain side. Through tunnels, past abandoned gold fields, we reach at last the fertile plains of California, the unsurpassed farming regions of the Sacramento Valley. Sacramento is the capital, the geographical center, and the great distributing point of California, and a beautiful city. Only those who have experienced it, can know the enjoyment of riding through these superb valleys, rich in all the most bountiful products of nature, after the long journey through barren mountains, rocky cañons and desert wastes. It is paradise after purgatory. The heart thrills with joy and overflows with thankfulness, and every tree, bending with its weight of fruit, every vine heavy with its wealth of blossoms, seems to utter a welcome to the weary traveler.

We breathe the pungent odor and bracing air that come over salt water, and the great bay of San Francisco rolls before our enraptured gaze. Oakland, set like Rome on her seven hills, greets us from her

wind-swept cliffs. We are carried over the great ferry and precipitated into the bustle and confusion of that most cosmopolitan of all cities—San Francisco. Glad, indeed, are we to find ourselves in one of her spacious and comfortable hotels, where, after a bath and a dinner, we may forget in sleep all the fatigues and discomforts of the past week. Another bright, Sunday afternoon finds us wandering through the lovely walks of Golden Gate Park, a masterpiece of landscape gardening, reclaimed from the sands of the sea. Bands are playing, elegant carriages are rolling by, thousands of men, women and children are strolling along the shaded walks or sitting in the radiant sunshine. After awhile we go down to the sea-shore and listen to the great waves as they roll and break upon the beach, and find infinite amusement in the antics of the seals which cover the huge rocks. In the distance are the mountains; nearer, the Golden Gate, leading into the most perfect harbor in the world; ships of many nations; the frowning batteries guarding the entrance; the old Mission houses, a picture that repays one for crossing mountains and deserts.

The next morning, nine days after leaving Indiana, we take our train, and an hour's ride down the charming Santa Clara valley brings us to our destination—the great Leland Stanford, Jr., University, which shall be described at some future time. After nearly eleven weeks of travel, extending from the far east to the extreme west, we were glad, indeed, to reach the end of our journey. We had packed and unpacked our trunks nine times, and had slept in twenty different places. In all our travels not an accident, not a train missed, not a piece of baggage delayed; and so it was with thankful hearts that we set about to put in order and make comfortable our new home.

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#### WHEN LIFE'S JOURNEY IS O'ER.

When life's fitful dream is over,  
And our last farewell been said,  
When loved friends are gathered 'round us,  
And tears of grief for us are shed;  
Will the parting be eternal  
When life's journey shall be o'er?  
Or shall we be re-united  
To be parted nevermore?

When our hands are calmly folded,  
O'er the breast so cold and still,  
When the heart's deep, strong pulsations,  
Shall in slumberous rest be still;  
When the silence brooding o'er us,  
Tells of a home more bright and fair,  
Where we've gone to greet our loved ones,  
Shall we meet and know them there?

WEST OAKLAND, CAL.

When we've crossed the cold, dark river,  
To a brighter, fairer shore—  
When the joys of heaven, celestial,  
Shall be ours forevermore,  
Will loved friends now gone before us  
Meet us as we cross the tide?  
Shall we know them in that haven  
Where with Christ they now abide?

When we leave this world of sorrow,  
And our souls shall be at rest;  
When we wear a crown of glory—  
Our hearts no more with grief oppressed;  
When our weary feet shall enter  
Heaven's gate that stand ajar,  
May we meet and know our loved ones,  
Where sorrow ne'er can come to mar.

Mrs. Nellie Bloom.

L F M 6 Nov 93



## WOMANS RIGHTS.

I shall ask for a small space in the columns of the MAGAZINE to say just a word on woman suffrage, which we see discussed in our journal and daily press. I am in favor of woman's rights, because she is entitled to them, although she has failed to secure them, as yet, and I hope the day will not be far distant when woman will be given her rights. Some say she would neglect her home, children and husband. I think not more so than men will, and not so much, for she takes more interest in her home. Others say she is not educated or qualified to vote. Look, if you will, at those men who cast their votes every election. Many of them know no more what they vote for than a babe would, only their fathers voted that way. Some men will sell their vote for the almighty dollar; others for a drink. Few women would do this, and few would not know what or whom they were voting for. We all know that as a class women are better educated than men. Look at our women and girls who are holding positions of responsibility. The census of the United States, of 1890, shows that we have 2,700,000 bread earning women, outside of domestic service. Out of 100,000 in New York city, three-fifths of them support families on small wages. Cash girls receive from \$1.00 to \$2.50 a week, sales women from \$3.00 up to \$16.00 or \$18.00, and if a minute late are fined 30 cents. Can you be surprised at the unfortunate girl who loses all? What would you do if you had no home or friends and were compelled to work in a city at \$1.00 or \$2.00 per week. You could not pay your board and only one way was opened—starve or sell your honor. And yet they have no influence in regulating wages. It seems to me that men want to hold women as slaves, but the days of slavery are passed. Again, look at our liquor bill. The United States, with 65,000,000 people pays annually \$700,000,000, or about \$10.00 to every one person, for liquor. I would not say a word on this subject if the one that partook of the cup only suffered, but it does not stop there. It reaches out to the homes, the wife, mother and children. It comes to the innocent ones. It is the wife that puts the children to bed hungry; the wife that sits waiting for the foot steps of a drunken husband; the wife and children that are brought to disgrace, and yet she has no right to a voice in making the laws for her protection. In other words, she is a slave. You call and she comes. Tell her to go and she goes. Some men think that a wife is only given for a companion at home. She has no right at all without asking her lord and master (husband). And again, some say she is too weak, she would allow her feeling to rule instead of just evidence. But I believe you would see a reform if women were given their rights. I do not think you would see our trains running on the Sabbath, as they do now. We brothers would know when Sunday came, and get a little rest. We would not see the liquor sold that is sold to-day. We would not have had the hard times and the present financial condition of our country to-day if women could have voted last fall.

NEWTON, IA.

E. C. Smith.

## HOME INFLUENCE.

There is music in the word "home;" to the old it brings a bewitching strain from the harps of memory; to the young it is a reminder of all that is near and dear to them.

I once read a story of an Englishman who had left his home and native land to view the splendors and enjoy the pleasures of Paris, that bright center of the world's follies and pleasures. He had beheld with delight its paintings and wonderful works of art; yet in the midst of his enjoyments temptation assailed him. Sin was presented to him in one of its most bewitching garbs. He drank wildly of the intoxicating cup until reason was overwhelmed; he reached out not knowing where he went, the cool night air lifted the damp

locks from his heated brow, and swept with soothing touch his flushed cheeks. Strains of music from a distance met his ear. Going in the direction the sound indicated, he at length distinguished the words and air; the song was well remembered it was "Home Sweet Home." Clear and sweet the voice of some English singer rose and fell on the air. Motionless the wanderer listened till the last note floated away and he could hear nothing but the ceaseless murmur of a great city. Then he turned slowly with no feeling that his manhood was shamed by the tear which fell as a bright evidence of the power of song. The demon which dwells in the wine had fled as the soft notes of "Sweet Home" floated to his ear; memory brought before him his own sweet home. He saw his gentle mother and heard her speak while honest pride beamed from her eye of her son in whose nobleness and honor she could always trust; and his heart smote him as he thought how little he deserved such confidence.

He remembered her last words of love and counsel, and the tearful farewell of all those dear ones who gladdened that far away home with their presence. Well he knew their pride of him and a tide of shame swept over him as he felt what their sorrow would be could they have seen him an hour before. Subdued and repentant he retraced his steps; and with the vow never to taste of the draught that could so excite him to madness was mingled a deep sense of thankfulness for his escape from further degradation. The influence of honor and the thought of a tender mother had protected him, though the sea rolled between.

None can tell how often the commission of crime is prevented by such memories. If then the spell of home is so sweet, how important it is to make it pleasant and lovable.

Many a time a cheerful home and smiling face do more to make good and noble men than all the eloquence that can be used.

It has been said that the sweetest words in our language are mother, home and heaven, and one might almost say the word home embraces them all; for who can think of home without remembering the gentle mother who sanctified it by her presence? and who can picture a happy home without a mother? and is not home the sweetest name for heaven?

We should make our home the center of all our joys; so that the tired ones on returning from the weary cares and perplexities of life, may meet nothing but bright faces and kind words. Then if they are not good and happy, we know we have done our duty and are not to blame.

LEADVILLE, COLO.

*Nellie Lawler.*

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### ECONOMY AND STYLE.

It is quite possible to secure for oneself a very stunning outfit, such as jewels and a handsome rig, at least long enough to make some calls, and by not paying a cent for it. Mrs. So and So, being a good customer, can have what she wants sent home "on approval," and she may keep it two or three days if she likes. The firm may know very well that she uses the things meanwhile. Indeed, perhaps she stops at the store with something on that is designated "on approval" at that moment on account, but then she wears things very carefully and they are returned in perfect condition. Mrs. So and So gets the heavenly little poodle she carries in just the same way. The dog fancier knows her to be a woman of means. Sometimes she will buy a dog. She takes the best care in the world of them, and if she wants one to keep a few weeks and find out whether she likes him, on the whole he does not lose by it, for she will send him custom. The florist is just as generous. Even a horse, coupe, harness and private driver can be had in just this way on trial and by no dishonesty. It is a part of the first-class tradesman's business to do this kind of thing, and you must not think that the woman who has so many things has more money than you. Likely as not it is merely that she has more brains.—*Ex.*

# THE MAGAZINE.

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EUGENE V. DEBS . . . . . Editor  
F. W. ARNOLD . . . . . Manager  
W. N. GATES . . . . . Advertising Agent

NOVEMBER, 1893.

## REDUCTION OF WAGES.

Railroad corporations have formed a national organization for purposes which it behooves employees to notice with special concern. One of the ends aimed at by the combination is to reduce wages, while the organizations of railroad employees are animated by an intention to maintain wages when an equitable rate has been reached, and to obtain an advance when wages are less than reasonable and fair.

The corporations have seized upon the disturbances in business affairs to put forth their ultimatums which require employees to surrender at least 10 per cent. of their wages. And thus it is seen that the corporations intend to make their employees, generally overworked and underpaid, suffer, and by their sweat and toil make good all their losses resulting from business depression.

Railroad corporations, when business on their tracks declines, at once take off trains, reduce the force, retire men to idleness, to wait until business revives; but not content with this they demand of those who are and must be retained, a 10 per cent. reduction, and notwithstanding profit and loss have been equalized by the discharge of men and the general reduction of the train service, their greed can be satisfied only when those who are retained are made to yield up a portion of their wages.

In this connection it is proper to state that the corporations make no reduction in rates that is not designed to swell the sum total of the receipts, as for instance, World's Fair rates, to induce travel, whereby one cent a mile reduction increases the travel from fifty per cent to a hundred per cent.

Under such circumstances what ought em-

ployes to do? We have no hesitancy in saying that they ought to resist by every means in their power the reduction of wages. They will find that wages once reduced they remain reduced for long periods, and probably will never, except in rare instances, be restored. Corporations make money by reducing wages, the reduction of wages meaning millions to them, while it means sacrifices to the employee. Corporations do not believe that the advance in wages is the way to make money, and they have no other mission in this world but to accumulate riches. We advise railroad employees to resist a decline in wages. The present business depression will soon have passed away to be succeeded by business activity, but if wages are reduced long years will intervene before the demands of justice will gain a hearing.

## THE BROTHERHOOD AT THE WORLD'S FAIR.

The grand lodge having received an invitation from the World's Congress Auxillary of the World's Columbian Exposition to send representatives to the Labor Congress, to be held at Chicago during the week of August 28th, 1893, Bros. Wm. F. Hynes and Charles W. Maier, of the Board of Grand Trustees, who had just completed their annual examination of the grand lodge books, were delegated by the grand officers to attend the Congress as the representatives of the brotherhood, and in pursuance of such appointment, they attended the Congress, and at the close of its deliberations they filed the following report and address with the grand lodge, to which we cheerfully give space in the MAGAZINE:

DENVER, COLO., September 2, 1893.

Mr. F. P. Sargent, Grand Master B. of L. F., Terre Haute, Ind.:

DEAR SIR AND BROTHER:—We herewith submit our report of the World's Labor Congress, held in Chicago, August 28th, 1893, as delegates appointed by you on August 23d, to represent the Brotherhood of Locomotive Firemen at that Congress, and also to prepare a paper and present the same to that body:

On the opening of the Congress we presented our credentials to the Secretary, Mr. Lloyd, who received us very kindly and gave us a place for the delivery of our paper, on the published programme for Wednesday, August 30, at 11 o'clock. Afterwards, in the course of his remarks before the Congress, he complimented the Brotherhood of Locomotive Firemen very highly, that we need hardly mention, was most gratifying to us.

Mr. Charles C. Bonney opened the Congress on Monday morning, in the Art Institute, in connection with those of the department of social and economic science, before an immense audience representing organized labor from every civilized country in the world. On calling to order, the presiding officer read a short paper on Co-operation.

M. Victor Delahaye, the well-known political economist, and member of the French Institute, and also of the Superior Council of Labor, in Paris, gave a brief address. Then came the German and Belgian representatives, who were followed by Mr. Herbert Burrows, of London, in a short but powerful speech on the deplorable condition of the wage workers in England. He recited the wonderful

improvements that have been made and are being made by organized labor in that country.

Miss Kate Field, of Washington, D. C., read a very entertaining and instructive paper that was written and forwarded to her by Lady Dilke, of England. Other prominent ladies of Europe and the United States presented interesting papers on woman's place in the labor world.

Of course, the Congress management gave, and very properly, the first place to the representatives from foreign countries.

Wide and liberal Australia was represented with great depth of thought and energy of purpose to strengthen the hands of labor and elevate humanity, as was also liberty loving Switzerland. Even Syria was represented, and strangely enough, by a woman, Mme. Hanna Korany, of Beyrout, who read a paper on Women and Children in the Orient.

Those papers were disposed of in this manner: When a paper was read, each person, on sending their card to the chairman, was allowed five minutes to discuss its contents. This gave an opportunity to every one, and resulted in bringing out much valuable information.

The two great speeches of the session were made, one by Henry George and the other by Dr. Edward McGlynn.

This report could be continued for many pages, mentioning the prominent labor leaders and teachers of labor's school that participated, and giving extracts from their able papers, but we are of the opinion that you do not desire it. However, we deem it our duty to mention the fact that the Chicago press failed to recognize in the Congress its great importance and value to organized labor, or recognizing it, perhaps were anxious to depreciate it by their very meagre and indifferent reports of its proceedings. In our opinion, it has been of incalculable value to the cause of labor.

The Brotherhood of Locomotive Firemen was the only railroad organization that was represented by its own members.

Attached, please find a copy of the paper that we had the honor to present in the name of the Brotherhood of Locomotive Firemen, to the Labor Congress, and trust that its expression will meet with your approval. We also enclose a copy of the published programme. We remain,

Yours fraternally,

W. F. HYNES,  
CHAS. W. MAIER.

The following address was delivered by Bro. W. F. Hynes as representing the Brotherhood of Locomotive Firemen:

#### ORGANIZED LABOR AND THE REPUBLIC.

This is a period unprecedented in the history of organized labor.

When we consider the occasion and the great events and thrilling memories that are associated with and leads to its culmination, and seeing gathered in this mighty assemblage from every clime the distinguished and learned of Church and State, all in the great and noble cause of labor's elevation, I feel what must be a spark of that enthusiasm that fired the patriotic soul of Roger D'Isle when first he touched the inspiring keynote of his ode to liberty.

"Come children of my country, come!  
New glory dawns upon the world."

And after all what is of more vital importance to the destiny of the Republic than the solution of the labor problem? It has been asserted and oft repeated that to settle the labor question, you must first settle the woman question. I desire to add that before any satisfactory solution can be given to either, you must restore to childhood and to youth their simplicity and innocence, return to the schools their rights and prerogatives, give back to the family and home the objects of their most cherished affections, that has been so cruelly torn from them, the sunlight and music of childhood's laughter; reduce the dividends and profits of the factories if you will, but preserve the well-springs of the nation's manhood and womanhood.

Labor has by its organization secured that res-

pect so long denied by ignorance and prejudice. It has in its wide and liberal school of philosophy emphasized the truth that no man can hold a position so humble that he cannot exalt it, nor so exalted that he cannot degrade. It has inspired and encouraged the student of political economy, and elevated and embellished contemporary literature. As if anticipating the present deplorable condition, it has for years urged the importance of the reduction of the hours of labor. This one reform alone would give employment to thousands that now roam the streets in idleness and classed with the wild and irresponsible mobs of the unemployed.

I am convinced that the greatest and most powerful weapon in the hands of the labor of the United States is the ballot-box. Here obnoxious and unjust laws can be repealed and wise and prudent measures enacted. Through it an unworthy servant of the people receives his severest punishment and the faithful his highest reward.

Whatever complaints may be made against it, they are of our own making. The ballot-box is the voice of the people and through it those great economic propositions will be placed in actual operation. The great service that it can be made to perform for the cause of labor is not fully realized at present. The power and influence of the ballot for good, advances with the intelligence of the voter, and there is where organized labor will make its greatest gains.

Let us look for a moment at some of the conditions that surround the toilers and harrass their patience until such ominous murmurings are heard that even now have reached our doors, for indeed,

"The variegated jade will wince whose  
Harness rings so much into the raw,  
As quite to wrong her beyond the rules of posting;

And the mob at last get tired of imitating Job."

Those who build colossal fortunes and permit their workmen, who have so materially aided in the success of their business, to live in constant dread of poverty's wolf, that ever watches at their doorsteps, harbors a brutality that may be understood or even expected under governments of monarchy and steel, but is nevertheless a crime wherever permitted.

Marie De Medicis luxuriating in her pomp and voluptuousness, had erected the magnificent and now historic palaces of the Louxembourg, forgot, if she ever knew, that David D'Anvers under the inspiration of his dawning genius, had beautified their walls with his matchless skill and ingenuity for sixteen cents a day. The enormities of 1793 had followed. To-day thousands of families can be found, without the use of a search light, whose income does not exceed this, and we who have lived to see the eye lit up by the fire of indignation, or grow soft and tender under the dew of pity's tear, can understand and appreciate Goldsmith's warning:

"Ill fares the land, to hastening ills a prey,  
Where wealth accumulates and men decay."

Labor protests against that alleged charity made possible by the denial of justice. And those patronizing gifts that are periodically heralded over the land reminds one of the bandit who first robs you and then returns a fractional portion of the spoil, that you may bless his generosity and magnanimity. If we had more justice, we would have less need for charity. I sometimes think it would be better to take the bandage from the eyes of Justice and place them upon those of Charity.

The great fundamental truths upon which the whole fabric of this government is constructed, are the very essence of those studies in economics that is agitating the world to-day, and to whose schools of thought, organized labor has given its greatest number of pupils, questions that underlie the social evils of our civilization and must be met and solved sooner or later. True, human nature cannot be changed. From out its natural imperfect state, perfection can never emanate, but I feel that man's social condition can be wonderfully improved. The democracy of the American people has set the pace, and the world rejoices in rosy hopes of emancipation.

### "I'M HUNGRY."

At a meeting of the unemployed of Chicago, held August 22, a workman by the name of C. N. Reed, a piano finisher, made a speech reported in the *Inter-Ocean*, as follows:

"We would like to hear from any brother who hasn't spoken yet," he said. "I haven't eaten a bite for two days, and my wife lies at home sick and starving. I've looked for work until I'm worn out, and where is it to end?"

Mr. Reed's speech contains, for its length, a wonderful amount of pathos. It is particularly pathetic. He tried to say more, but choked, and tears streamed from his eyes and ran down his cheeks. No food for two days. No wonder his first words were "I'm hungry." Probably Mr. Reed is one of those sturdy, law abiding working men who would rather starve than steal, would rather see his sick wife die than keep her alive on food dishonestly obtained; one of nature's noblemen, one of those who constitute the "salt of the earth and the light of the world." But how long can the most heroic resist the pangs of hunger in a land where food is in boundless abundance. What must result when thousands of men and women parade the streets, exclaiming in unison "I'm hungry."

Why this state of affairs? Why this army of idle men, this menacing peril? The banks have locked up the currency. Proprietors have shut down factory, mill, forge and mine. Railroad managers are reducing forces. The army of the idle increases, and in midsummer the cry is heard, "I'm hungry." Will it be heard when the mercury is down to zero?

THE *Switchmen's Journal* has an editorial article, captioned, "Turn about is fair play" in which reference is made to the wide spread discharge of men by railroad corporations. In the course of the article the editor says:

Already a reduction has been put into effect in such branches of the service in which the men are not organized, and hence were not able to resist any such attempts as are the organized men in the operating branches. The companies, having no resistance to fear, simply announced a reduction and the employees had no option but to submit to the cut or give up their positions. In the transportation department the existence of the various organizations made it necessary for the companies to proceed with greater caution. What we mean by the transportation department is the engineers, firemen, conductors, trainmen, switchmen, etc.

It would be interesting to name the corporations that have failed to put into operation their reduction policy, because of "the existence of the various organizations;" our observations lead us to conclude that it is practically impossible to get the various organizations to act as a unit, no matter what the cause may be. There is always a large number voting the way the corporation would like to have them. The discussion of the

reasons why the corporations demand a reduction of wages has little or no effect upon a large body of employees, they simply vote to submit, setting forth as a reason, if they strike the corporation can promptly find men to take their places, and hence, instead of a reduction of wages, they would be out of employment and have no wages at all.

Early last spring the switchmen employed by various railroads made an application for more pay. A great howl went up that they were taking advantage of the corporation by means of the increased traffic caused by the World's Fair. The metropolitan press severely denounced this movement, and the railroad corporations were harsh in their criticisms. The public got an impression that the men were trying to take an undue advantage. The companies refused to accede to the request and the men let the matter drop. Now that the men are placed at a disadvantage some of the railroads are inclined to do precisely the same thing for which they denounced the switchmen so severely last spring. Many of the men are out of work, and those who have employment know that with so large an army of the unemployed their position is not so strong as usual. The organizations are under large expense and loss owing to the great number of men out of work. Thus the men are placed at a disadvantage, and it does not seem that the railroads have any scruples now about taking advantage of this condition of affairs.

The foregoing quotation from the *Journal's* article indicates that the switchmen were more alive to the influence of public opinion at the time they demanded more pay than the corporations now are in demanding a reduction. "Public opinion," so called, is always a manufactured article and can be had as demanded by the use of money; and as the corporation has always had a larger bank account than the organization could boast of, public opinion has been on the side of the corporation. The "turn about" and the "fair play" of which the *Journal* speaks will come when men can be taught that "an injury to one is the concern of all." When that good time will come the Lord only knows; it is not yet in sight.

THOMAS A. LYNCH, of Watertown, N. Y., has been placed in nomination for Member of the Assembly of his state and it is to be hoped that all men who are in favor of having labor represented in our legislative halls will support him at the polls. Bro. Lynch is a member of the Brotherhood of Locomotive Firemen whose record bears ample testimony that his heart throbs responsive to every interest of workmen. The *Globe* says of him:

While a conductor he was injured in an avoidable accident which unfitted him for that position, and he became a fireman. In due course of time he was made a locomotive engineer. After handling the throttle for two years his injury compelled him to give up railroading, and he found employment in a carriage shop in this city where he has since been at work. While railroading he realized the necessity of organization and labored to make the railroad men more harmonious. He induced the firemen to organize the local lodge in Watertown and he also took an active part in organizing the carriage-makers' organization. He has been elected four times as delegate to the convention of Brother-

hood of Locomotive Firemen and represented the carriage and wagon workers of this city in their annual convention held in Chicago last August. He is a member of the Trades Assembly and several of the labor organizations of this city.

Mr. Lynch is an able representative of the laboring classes. He stands high among the labor organizations of the city, and has many friends among workmen. Mr. Lynch is emphatically the workingman's candidate, and he ought to receive the votes of all who desire to maintain the dignity of honest labor.

THE MAGAZINE heartily endorses what is said in commendation of Bro. Lynch whom it knows to be an honest, conscientious man who could be relied upon under all circumstances to faithfully represent his constituency. Every workingman should regard it a privilege as well as a duty to cast his vote for such a man.

THE *Railroad Trainmen's Journal* for October, has a well written article on "Railroad magnates in their true colors," in which the purpose of the reduction policy is fairly outlined. Referring to the policy of the railroad magnates, the *Journal* says:

Not satisfied with a fair return he reduces working forces about one half and then notifies the remainder a reduction in wages is necessary that he may conduct the business. The force reduced and with two men for every position the reduction is easy of accomplishment. As soon as the reduction is fully in operation the men are taken back by degrees until all are at work, but at a reduction. The railroads adopted this plan. Men were laid off in large numbers and the wages reduced. They will all have to be taken back for no road can be operated without having the attention given to maintenance that the business demands and men are necessary and sooner or later will all be re-employed. The same plan of reduction was applied to the men in the train service. While business is dull the men are not all needed; the number of crews is reduced and then the companies use the large number of unemployed to intimidate the remainder to an acceptance of their terms without any hostile demonstration.

What did the various brotherhoods conclude would remedy such a state of affairs? The answer is, system federation. It has been tried on the Big Four system, and produced a first-class fizzle. The brotherhoods whose members received the largest pay, and could stand the reduction of wages, voted to submit to what the *Journal* esteems a great outrage, and those who could barely keep soul and body together, realize what a charming thing system federation is to the corporation, but the men who voted to submit, talk lustily of what they are going to do later on, when spring chickens turn up their legs and ask to be fried.

#### THE DANGER OF PROCRASTINATION.

MR. EDITOR:—The death of my brother-in-law, Mr. George P. Wright, in the recent terrible accident on the M. & G. railroad, was attended by circumstances which forcibly illustrate the danger of delay, and will show to other firemen the supreme importance of uniting themselves with our order as

soon as they are eligible, thereby protecting their loved ones in case they should be suddenly called away. George had put in his application, it had been favorably acted upon and he had been duly notified of his election. But as he was supporting his aged mother, as well as two brothers and a little sister, he was compelled to wait until the 29th inst.—pay day—to furnish us with his initiation fee. Alas! pay day never came for him! and now, as he had no insurance, his dear ones are left penniless and will have to be separated. Procrastination certainly is the thief of time. Had he only gotten in with us what a help it would have been to his dear ones. George's death was a great shock to me; I have not felt like the same man since it occurred, but coming home to me as it does, and illustrating what a slender margin separates time from eternity for us, I deem it my duty to point out to firemen who may be surrounded by circumstances similar to his, and who have delayed joining our order, the danger they incur by following such a course. I have labored hard to build up our lodge, and have been put to no little trouble, often being forced to borrow money to meet assessments in order to keep from expelling members, but I love the order and I never lose the opportunity to praise it up, and to show our MAGAZINE which is read and praised by some of the most intelligent and ablest of our writers and scholars.

COLUMBUS, GA. GEORGE E. WILHELM.

#### SIGNS OF THE TIMES.

Those ten per cent. off boys are at it again, They are cutting and slashing with paper and pen; All along the whole line with a will they advance, Just the first glimpse they get of a plausible chance.

They're been watching and waiting impatiently long

To assail us with vengeance decidedly wrong. How they gloat in their joy like the very old deuce Taking ten per cent. off with flimsy excuse.

When the traffic was heavy and coaches were full, Just as much as the engines could manage to pull, When the stockholders gloried in dividends high, And reserve funds could please the most miserly eye,

During years that are passed, not a movement was made

To advance us a dime in such booming of trade. Till we went and insisted, but boys, just discern. How rapidly down come the dollars we earn.

What a problem's confronting our people to-day, Who can solve it, this problem of labor and pay? Many men think they have the solution at hand In that weary old chestnut, "supply and demand;" Many more think that strikes if successfully fought Are the tollers' best weapons, while others long thought

Arbitration the only sure cure for our pains, But the problem continues to worry their brains.

Here is one fact we have to afflict us to-day: All the ten per cent. off boys are cutting our pay; And they don't seem to care if we like it or no. For they jointly decreed down our wages must go. It is starve or submission; God pity the poor, There is only of one thing on earth we are sure, It is death, and I also might add by the way, We are sure of a grave once our bodies decay.

Shandy Maguire.

## WM. D. ROBINSON MONUMENT FUND.

Wm. D. Robinson, who died at Washington, Ind., on November 7th, 1890, was the founder of the Brotherhood of Locomotive Engineers, and in doing this great work, he as certainly laid the foundation of the Brotherhood of Locomotive Firemen and all other organizations of railway employes.

In closing our obituary notice in the December, 1890, issue of the MAGAZINE, we said:

In this hour, when Locomotive Engineers and Firemen stand uncovered at the tomb of Wm. D. Robinson, the question arises, What can be done to perpetuate the name, the fame, the memory of a man who gave the best years of his life for their benefit? Is not the answer, We will build him a monument worthy of his deeds, of his labors and sacrifices? We will believe that such is the response.

If it is, let the good work begin, and let it be carried forward until a granite or a marble shaft shall mark the spot where his dust reposes.

"What hallows ground  
Where heroes sleep?  
'Tis not the sculptured  
Plies you heap!  
In dew that heavens far  
Distant weep  
Their turf may bloom.  
Or genii twine beneath  
The deep  
Their coral tomb.

"What's hallow'd ground?  
'Tis what gives birth  
To sacred thoughts in  
Souls of worth!  
Peace! Independence!  
Truth go forth  
Earth's compass round  
And your high priesthood  
Shall make earth  
All hallowed ground."

The poet's idea is correct. Where Wm. D. Robinson sleeps his last sleep is hallowed ground, and monumental marble could add nothing to its sacredness. But it is all of that without reference to the living. What can the living do to bear testimony that the last resting place of Wm. D. Robinson is hallowed ground?

We do not believe the name of Wm. D. Robinson is soon to perish and be forgotten. We believe the brotherhood he founded will be his imperishable monument, and that his name in connection with that great order is to increase in lustre as the years flow on. But that does not cancel the debt of gratitude the two great brotherhoods of the locomotive owe his memory, which if not met, will, in the judgment of mankind, cover the living with obloquy.

We believe the Brotherhood of Locomotive Firemen will respond in a way that will bear eloquent testimony of their appreciation of the life work of the man that made their organization fruitful above measure of blessings to locomotive firemen. Alone and unaided, our order, for the small sum of 25 cents each, could do the work. But we prefer doing it in conjunction with the Brotherhood of Engineers; nor would we confine subscriptions to the two orders, but would invite all the brotherhoods engaged in the train service of railroads to join in the great work of gratitude.

In discussing the propriety of erecting a monument to perpetuate the memory of the

dead philanthropist, we said in the April issue of 1891:

The idea of building a monument to perpetuate the name and fame of Wm. D. Robinson, originated with the FIREMEN'S MAGAZINE. The time has come for action. Contributions should be made. We have said that 25 cents each from members of the B. of L. F. would build the monument. But we surmise that other orders would want a place in the splendid work proposed, and we have opened in the Grand Lodge office of the B. of L. F.,

## A ROBINSON MONUMENT FUND.

Every contribution, however small or large, will be acknowledged in the columns of the MAGAZINE under an appropriate head, and when the contributions approximate a sum which gives assurance of success to the enterprise, a commission made up of the members of the various brotherhoods will be constituted to take charge of the fund and prepare for work.

Members of the various orders subscribing should designate their calling, and if they will give their address, it will be regarded as a favor.

Now, let the good work proceed. Wm. D. Robinson, when alive, was the friend of the workingman. He wrote and spoke and toiled to establish a brotherhood and to teach men the power of organized labor. Railroad trainmen had no more ardent and

unselfish friend. Let a monument bear testimony that death did not sever the tie that bound him to the living.

If ever a man deserved the grateful homage of his fellows that man was Wm. D. Robinson. He devoted the best years of his life to the great work of organizing railroad men for their moral and material advancement. He toiled without recompense, he endured privations and made sacrifices, the half of which will never be told. He lived and died



WM. D. ROBINSON.

in poverty, that others might fare better than was his lot. Every man, woman and child who has been, is now, or ever will be the beneficiary of any of the brotherhoods of railway employes, owes Wm. D. Robinson a debt of gratitude that can never be paid. Such a man deserves a monument to bear testimony of the love and gratitude of those for whom he accepted poverty, persecution and all their attendant ills, and every member of every organization of railroad employes should cheerfully contribute his mite, small as it may be, to such a noble purpose. Contributions may be directed to the LOCOMOTIVE FIREMEN'S MAGAZINE, Terre Haute, Indiana, all of which will be acknowledged in its columns.



## JUDGE ALTGELD AND THE ANARCHISTS.

MR. EDITOR:—While looking over the pages of our MAGAZINE for the present month, I was surprised to notice the stand you take in defense of the Chicago anarchists, and not that alone, but you seem to so highly indorse the governor's action in liberating them. You also agree with him in saying these men were not given a fair trial because of the judge being prejudiced and the jury "packed."

However, be that as it may, they are "anarchists." Now, in the face of the fact that they are anarchists, do you think you are justified in pleading that these men were not guilty and should be exonerated from all blame for the murder of those men sent to "Haymarket Square" as defenders of the peace? I say it is entirely wrong of you as a member of the B. of L. F., and have no hesitation in saying your sentiments will be ignored (or should be) by every member of the order, and more especially when you set yourself up as the "exponent" of socialism and use our MAGAZINE as a means of sending broadcast your views.

I certainly understand our MAGAZINE is a paper through which mostly any topic can be discussed, "especially the rights of workmen." But when its pages are used to advocate the principles of anarchy and speak for the rights of men whose very hands are steeped in gore, I consider it entirely wrong and should be denounced by every member of the brotherhood. Anarchy we should and must shun as we would a rabid canine.

And when the editor of our MAGAZINE contaminates its pages by trying to establish the innocence of such lawless characters as Fielden, Neebe and Schwab, he should be made to feel a sense of incongruity. I wonder what the members of our brotherhood think of it, or do they believe in having a man at the head of our editing department who will sympathize with such men? And shall we stand by and look calmly on while he unfurls to the breeze the red flag of anarchy? We must admit that to do so would be absurd indeed, and such despicable demagogues should be silenced forthwith and never allowed to swell the ranks of our organization. Our brotherhood as it stands to-day has been and is recognized amongst the foremost in the land, and I think it would be unwise for us to link ourselves with anarchy. And I now ask you, Mr. Editor, do you think you have taken a wise step? I feel that in doing so you have done something that will have a demoralizing effect on our order, and should we sympathize with members of such a society, we must make up our minds that the respect and recognition we have gained in the past will be converted into disrespect. The ennobling principles of our brotherhood are not to be dis-

persed with for those of a murderous mob whose only desire is to throttle the law and crush justice to earth.

Our banner, on which is inscribed the fear of God and the highest love of man, we will never forsake; the principles of our brotherhood, which have gained for us the esteem of the public, we will never part with. Will we adopt the mottoes of "anarchy," which are nothing less than rapine, murder, lawlessness and bomb-throwing? For these we will not give in exchange protection, sobriety, charity and industry, for sure as we do we will lose the respect of the community and the confidence placed in us by railroad officials. I say again, the stand you have taken is to be deplored and not an insult only to our magnanimous brotherhood but to the United States as well.

The action of J. P. Altgeld, governor of the state of Illinois, was denounced by the press all over the country, and why do you, as editor of our MAGAZINE, indorse it. If you have a desire to expose the wrongs inflicted on workmen, it is right to do so. But do not extend the hand of cordiality to those red fisted monsters of social depravity.

W. H. Gray.

AUBURN PARK, ILL.

[We are inclined to express satisfaction in giving the foregoing communication a place in the MAGAZINE, since by doing so, we are able to expose its stupidity and malignity towards the editor of the MAGAZINE.

It is proper that we should reproduce in these notes certain choice expressions of the writer, as follows:

"Now in the face of the facts that they were anarchists, do you think you are justified in pleading that these men were not guilty and should be exonerated from all blame for the murder of the men sent to Haymarket Square as defenders of the peace?"

The MAGAZINE never, since we have had control of its pages, has uttered one word in justification of anarchical acts, principles, or policy. The MAGAZINE, with such ability as it could command, has always, at all times and under all circumstances, demanded for all men charged with the violation of the law, a fair, honest trial, by a jury of their peers, and it has denounced as best it could the infamy of an unjust trial which, in itself, is a damnable crime not only against its unprotected victim but against the whole community—a crime that bludgeons law, honor, justice and truth to death, in the temples dedicated to justice, compared with such infamous trials, of which the murder of Christ is a conspicuous example, all crimes which men perpetrate, sink to soundless depths of contempt. Governor Altgeld, of Illinois, says the Haymarket anarchists did not have a fair trial, and he proves it by the record. He does not extenuate anarchism; he makes no apology for anarchists; nor do we. He en-



thrones the American idea of a fair trial; so do we. He would take the halter from the neck of a man unjustly condemned, and the MAGAZINE would applaud the act, but we infer that Mr. W. H. Gray would do nothing of the sort, but would hang and imprison, scourge and crucify, burn and break upon the wheel, utterly regardless of a fair trial, and this he would do, in this high noon of our boasted Christian civilization, and in defiance of all constitutional provision, that any man charged with any violation of the law *shall have a fair trial*. The MAGAZINE has sown "broadcast" its views regarding fair trials—trials according to law, not in flagrant violation of law. When workmen charged with being anarchists (for the term is exceedingly popular with plutocrats), whether at Buffalo, at Homestead, Pittsburg, Toledo, or elsewhere in the United States, have been arrested, manacled and imprisoned, the MAGAZINE has pleaded for a fair trial, nor has it been less loyal to law, when such a monster of iniquity as Frick has been charged with murder, and a purpose to murder by wholesale, to murder by scalding water, volts of electricity, and by Winchester rifles in the hands of hired Pinkerton thugs. We would not have even Frick sent to hell or to prison without having a fair trial. Not so with Mr. W. H. Gray, who advocates judicial murder regardless of a fair trial, who says "Isn't the condemned an anarchist?" and answering the interrogatory to satisfy his own nature, exclaims, as did the high priests, "Crucify him!" and then applauds Pilate or the courts for the condemnation, and chuckles as he hears the neck snap, or sees the victims of unjust trials wearing prison stripes and fetters.

It is one of the misfortunes of labor, when its press is pleading for justice and fair play in courts, in legislation and in all industrial affairs, for free speech and a free press, that some workingman deems it his duty to vault into the ring and denounce the press for advocating fair trials, and clamor for judicial murder. Mr. W. H. Gray says:

*"I certainly understand our Magazine is a proper through which mostly any topic can be discussed, especially the rights of workmen, but when its pages are used to advocate the principles of anarchy and speak for the rights of men whose very hands are steeped in gore, I consider it entirely wrong, and should be denounced by every member of the order."*

Certainly, when the MAGAZINE advocates the "principles of anarchy," or apologizes for murder, whether by anarchists or courts, it should be denounced, but, so far it has simply advocated fair trials, denounced packed juries, perjured testimony, and verdicts produced by means well calculated to make devils blush. And if the law punished asses for braying, and one was on trial for the of-

fense, the MAGAZINE would insist upon his having a fair trial, and if it appeared that the verdict, though it did no more than reduce the length of his ears eight or ten inches, was secured in defiance of justice, the MAGAZINE would protest against such a finding and denounce the illegal proceedings, in which case, though Mr. W. H. Gray might denounce the MAGAZINE, we should pursue the even tenor of our way, as we now propose to do, entirely regardless of what Mr. Gray considers the proper thing to do, when law, justice, fair play, and all else worth considering in civilization, is assailed by debauched courts, packed juries and plutocratic combinations.

In pursuing this policy we do not wonder, as does Mr. W. H. Gray, "what the members of the brotherhood think." We never heard a member of the brotherhood applaud an unjust trial of any man. We never heard a member of the brotherhood advocate either the hanging or the imprisonment of a man who was convicted and sentenced by a verdict black with fraud and obtained by processes which render the lives and liberties of all men unsafe. Members of the brotherhood have seen too many workmen sacrificed to gratify the thirst of plutocratic tigers and above all men, they love justice and fair play, and it affords us great pleasure to appeal to the brotherhood to join the MAGAZINE in the redeeming work of securing honest trials for men charged with the violation of the law. The brotherhood, we think, is respected by the public, and to the extent that it is respected, the good opinion has been secured by the exhibition of courage in denouncing wrong and in upholding the right, never by a cowardly indorsement of injustice, no matter by whom advocated or inflicted. We are a close reader of the labor press of the country, and our observation is that at least 99 per cent. of the labor press is absolutely in line with the MAGAZINE in denouncing unjust trials, and in the indorsement of Gov. Altgeld's courageous message pardoning men whom he knew, by the records which accompany his message, had been the victims of an outrageous trial. The plutocratic press, the subsidized capitalistic press of the country denounces Gov. Altgeld, and had there been such a press in Jerusalem at the time Christ was crucified, between two thieves, it would have applauded Judas Iscariot for betraying him.

We ask that those who are at all interested in this matter read our article in the August MAGAZINE. If they find one word indorsing anarchy we shall be glad to have them point it out to us. If they do not, they will be the better able to form a correct opinion of Mr. W. H. Gray, who, with more venom than reason, has evidently mistaken his mission in the world.—EDITOR MAGAZINE.]

## THE INTERDEPENDENCE OF LABOR.

MR. EDITOR:—Sitting upon my porch one lovely August eve, shielded from the rays of the evening sun, by the dense foliage of the trellised vines, I perused the pages of the August number of our beloved MAGAZINE. The surroundings were conducive to drowsiness, and as I pondered over the matter I was reading, fell into a doze. The paragraph read and over which I was pondering was as follows:

Instead of winning immortality by such a speech, he repeated the old chestnut, that "I have opposed the B. of L. E. forming into any alliance with any other class." He need not have repeated the stale assertion, but he could have said, that "the B. of L. E., in spite of my opposition, did adopt a plan whereby such alliances can be formed," and this is true. Engineers know the value of alliances, have sought and obtained them, as the Firemen's Brotherhood knows to its cost, and notwithstanding the B. of L. E. in convention sat down upon the Grand Chief, we find him still repeating the asinine platitude that he "does not believe it possible to place all men upon the same plane." What plane? Does he believe that all railroad employes cannot be placed on a plane of justice and fair play? And does he assume to place the great brotherhood of engineers in position of antagonism to such a manly policy? Manifestly so.

It was while trying to imagine just what Grand Chief Arthur was driving at that I fell asleep. It is not claimed that there was anything peculiar about my falling asleep—but I dreamed a dream. Not that that was very peculiar, either, but the dream itself was *very* peculiar.

I dreamed that there suddenly appeared before me a female personage, august and majestic, yet fair withal. Clothed in white and flowing drapery, she seemed, with her countenance of dignified sorrow, the personification of purity and grief. Placing her hand upon mine, she said, "Come hither." Controlled by some indefinable impulse, I arose and followed her. Travelling with amazing speed space appeared to be annihilated, while soaring upwards, the law of gravitation seemed set at naught.

In an inconceivably short time we reached the summit of a lofty peak, beneath which lay stretched a wide expanse of vapory clouds of snowy whiteness. Waving her wand in the direction of the valley, she commanded "Look!" I obeyed, and as I looked the vapory, fleece-like clouds seemed to dispel and float away and the surface of the plain revealed itself.

And what a spectacle was there. Drawn up in battle array were two mighty armies, and from all the indications I realized that I was about witness a conflict at arms. The first thing that riveted my attention was the enormous disparity in the numerical strength of the opposing hosts, one army seeming to be of many times the strength of the other. The next thing that I noticed was a strange difference in the maneuvers and tactics of the two forces. The smaller army moved with precision as one man.

Splendidly drilled and officered, each man seemed to be but a part of an automatic machine. Marches and countermarches and movements by the flank and rear were executed with the regularity of clockwork. A moving mass of humanity, the smaller army seemed a homogeneous body with one controlling will and mind. Truly and indeed it seemed "one body and one spirit."

Not so, however, with the other army. Divided into many battalions, regiments and brigades, each seemed to be working at cross purposes, and confusion reigned supreme. No two regiments seemed to have studied the same tactics, and all attempts to perform evolutions but ended in seemingly inextricable confusion. An effort to present a solid front resulted in as many fronts as there were regiments, and an essay at a hollow square resolved itself into a struggling mass of confused men.

When I remembered their overwhelming superiority in numbers, however, I thought they will undoubtedly overwhelm the smaller army with sheer weight and force of numbers.

Soon the battle began. Imagine my astonishment when I saw not the whole force of the larger army, but two of its regiments, march out to give battle to the opposing force. My astonishment grew as I noticed that the residue of the larger army, not engaged in battle, seemed utterly oblivious to the warfare raging around them, and were variously engaged in drilling, cleaning arms, cooking, eating and sleeping.

The battle raged furiously. The engaging forces fought desperately, and the two regiments, though opposed by overwhelming odds, made a gallant assault and returned again and again, fighting hand to hand and fighting with the desperation of despair. Forced at last to surrender to superior numbers, those who were not killed or maimed made a masterly retreat and halting in the rear of their main force, re-formed and again engaged in drill.

And so the battle raged. Sometimes one, then two, now three, then again one regiment marched out to give battle to the opposing army, always to be beaten, and with decimated ranks make a retreat, leaving their dead and wounded on the field. Some regiments went into the engagement twice, thrice, but always to be defeated with terrible loss.

And yet the conflict raged. Apparently utterly unconcerned for the fate of their comrades the bulk of this splendid army rested upon their arms while small detachments of their force engaged the enemy and marched to certain defeat and fearful carnage. And through it all they kept up their aimless maneuvers and drilled and marched, each regiment a law unto itself and having its own tactics and manual of arms.

And now the conflict deepened. More of the regiments marched out to battle and, *mirabile dictu*, other regiments of their own army engaged them in the rear and flank, speedily demoralizing them and causing their retreat in disorder. Strange to relate, however, the regiments that thus attacked their own forces and aided the enemy, did not desert to the enemy's ranks or fraternize with them. Instead, they marched back to their own forces and all were upon the surface, as friendly as before. And then they drilled and maneuvered and marched and played the bands.

Soon those regiments which had thus traitorously attacked their comrades in the rear marched out to give battle to the enemy, and behold! the regiments they had thus strangely and traitorously attacked fell upon them in the rear and flank, utterly routing them and causing them to flee. And yet on getting together in the main body they all fraternized and drilled and marched together and followed the same bands and kept step to the same music. And so the battle continued to rage. Always the same tactics were pursued with the same result. Fighting in squads they were whipped in detail, and the magnificent army, which properly handled and drilled and fighting together, could have overwhelmed and captured the smaller army, never won a single battle.

Grieved at heart and perturbed in spirit I said, "Let us go hence. But first tell me, I pray thee, what doth signify that which thou hast shown me, and who and what are these contending forces?" And my mysterious guide made answer: "The small and well drilled army is that of Capital—the other, the hosts of Labor."

"What are you doing there asleep, Pa?" and awakening, I looked upon the face of my better half.

And then I re-read the article from the magic pen of the gifted editor of our MAGAZINE, in which under the caption "Some Labor Leaders," he lays bare to the gaze of American manhood the character and accomplishments of a labor leader who has ever counseled labor's forces to engage in battle one regiment at a time, under a banner inscribed "Every order for itself, the devil take the rest of them."

One or two truisms worth remembering are these: (1.) Though some may receive better wages than others, a wage slave is a wage slave for a' that, and a' that. (2.) Though some may receive poorer wages than others, a mon's a mon for a' that and a' that. (3.) The standard of humanity never remains stationary; it either progresses or retrogrades. (4.) If wage workers upon the highest "plane" make no effort to raise those on lower "planes" to their level, those below will inevitably drag them down to their level. (5.) Intrinsic worth

and merit, not any special "plane" forms labor's aristocracy. If you want to kill a college graduate shoot at a street car driver. (6.) The man who stands in the way of the consolidation of labor's forces is an enemy to civilization and stands opposed to human progress. (7.) If labor continues to divide its forces and allow itself to be whipped in detail, it willfully violates the first law of nature and may blame itself for all consequent disasters. (8.) Labor might have the earth and the fullness thereof if it only wanted it and would reach out and take it.

Let federation be the watchword.

George C. Ward.

KANSAS CITY, Mo.

### ALL AROUND CRITICISM.

MR. EDITOR:—Having the September MAGAZINE at hand, reading its contents with pleasure, and somewhat arousing my brotherhood sentiments, I feel it my duty to drop into the debate. I do not join in the arguments as a tutor, but simply as a pupil who is willing to "let the good work go on." If, in expressing my ignorance, I shall cause the wise to divulge any portion of their knowledge, I shall consider it a most gracious exchange. Either proper or improper, such arguments and suggestions as those of Bros. Arnold, Krebs, Breen, Keebler, Barnett, and W. P. Borland, are not only emblematic of their interests, sentiments, and love for our flag, but are instructive and elevating to all who hear and heed. I infer that the above brothers are of this ticket: "Anything is good enough, but improvement is demanded." For one, I am somewhat abashed at the personality, and razor-like argument contained in the late correspondence between Bros. Carpenter and Arnold, and, for harmony in the household, I am not alone in asking them to relax debate and await patiently the decision of the judges. I agree with Bro. Carpenter in this view: that there are as many well meaning and patriotic men in the firemen's ranks to-day, as there ever were before; perhaps fewer with renown or reputation, on account of lack of opportunity to express their ability. Bro. Arnold perhaps does not realize the weight of his argument; he is probably under the impression that Bro. Carpenter was urging mutiny, or rebelling against our own interests. I can never agree, with Bro. Arnold, that an engineer is, in mental capacity, any more able to proclaim, protest, or protect a fireman's interests, than when he himself was a fireman. Promotion does not improve a man's coal burning faculties. Now, there is no doubt or dispute that, since having had the experience in certain legislation, the work of an engineer would be at par with that of any inexperienced man, and superior

to most. I would scorn the day that I should fire over a division for an engineer—even be he my own brother—and not be able to realize my own grievance and best interests, and be compelled to request his highness to proxy my afflictions. It would surely be a very dumb man who could not realize his own misfortunes, and a most eloquent one who could express himself in full, and tell the whole truth and nothing but the truth. Here is the point where arises the disturbance: An engineer is our neighbor; and quite often, persons who are somewhat doubtful of their own abilities will solicit their neighbors to transact business, and if expectations are not fulfilled, the neighbor is, in their estimation, to be accused and persecuted.

In behalf of Bro. Borland's suggestion, I, for one, say Amen! and I hope it will have a hearing in '94. I will ask pardon for the inference, Bro. Borland, but if you were never a tourist, I will say that you have been very intimate and closely associated with them, as your knowledge of the brotherhood and the burdens of its members, is quite efficient and correct; and was your attention ever arrested in this direction? That, in times of prosperity, the brothers who realize, donate and express themselves least to the welfare of the order, are, 99 in 100 times, the greatest of spongers and the very heaviest of burdens in times of reversed circumstances. Bro. Borland, the word "unprotected" is one that should not exist, and we should all look forward to the time when it will be unknown. Can it be that the different trades, professions, and occupations, are declining and decreasing in their points of importance, skill, and technicalities? If not, why are the different trades being constantly abused by a never ending stream of short termed apprentices? Who is responsible for this enormous surplus of tradesmen? To be sure, the various unions are responsible, through their indifference and lack of interest for their own welfare. If we think and wish well of our fathers and older brothers, we should not rob or deprive them of a trade in which they have served an honored apprenticeship; nor should we support, or permit any source of growing danger to exist. Who has wrought ruin upon the various trades, viz: telegraphers, stenographers, carpenters, brick and stone masons, iron and coppersmiths? Did you, or I, or any other one who never served an hour at the trade, overstock the labor market of the above trades; demanding a position even if compelled to scab? No! Where lies the fault? With each individual whose trade is a sea of idleness, is where the fault lies. And the first dose of the remedy will be to consume the surplus of experienced men, by each organization having an agreement with their respective cor-

porations or employers giving the experienced men a greater per cent. than the apprentices. Railway construction for the past few years has been stagnant, but on the other hand the promotion of the "novice" has been rapidly increasing; and the game of "ring out the old and ring in the new" has been universal. When every workman acts as his own John Q. Adams, and realizes that he has the same privilege, right, and power to set and adjust rules and prices governing his labor, as has the capitalist his rate of interest, or the grocer, gardner, or butcher, the right to sell by the pound and at so much per pound; when such is universally acknowledged and individually practiced, perhaps there will be startling revelations in the interest of the workingman.

*Ira D. Mayhall.*

LA JUNTA, COLO.

#### SWITCHTENDERS AND SIGNALMEN.

MR. EDITOR:—I desire through the columns of your MAGAZINE to say a few words regarding the Switchtender's and Signalmen's Mutual Aid Association. A grand lodge has just been organized with headquarters here, and the undersigned was elected Grand Master. It is our desire and aim to establish subordinate lodges all through the United States and Canada and the Grand Master is now prepared to start for any point where the organization is desired. The wheel has at last started to roll, may it not stop until every city within the Union can boast of a lodge of the S. T. & S. M. M. A. A. It is not only for the welfare of Switchtenders and Signalmen to be organized, but for the interest of all railway employes now organized, especially firemen. We received good encouragement from the firemen when we organized one year ago, and success has crowned our every undertaking. Financially we are in excellent condition. We have but three lodges as yet; in Milwaukee, Chicago & St. Paul. We hope when these few lines are read by firemen all over the country, they will see the advantages to be gained by our being thoroughly organized, and will assist us by urging those in their localities to organize at once. A kind and brotherly feeling has also been extended to us by the S. M. A. A. With the right hand of fellowship extended to us by these two great organizations and with the right men at the head of affairs, success will crown our labors. Having once put our shoulder to the wheel, we are determined not to stop until the Switchtender's and Signalmen's order gains the top of the ladder. The address of the Grand Master is F. L. Krieger, 416 20th st., Milwaukee, Wis. A word to the wise is sufficient.

F. L. KRIEGER.

MILWAUKEE, WIS.

## AN ASSISTANCE FUND.

MR. EDITOR:—In the September MAGAZINE there appeared a communication under the above caption, treating of how to assist our unemployed members so that the burden would not bear so hard upon a few. In my opinion, the idea expressed in that communication is a grand one, and worthy of the consideration of every brother. But there is one question: how will we guard against the chronic employment hunter? It would be well to make some suggestions on how to overcome this evil. Suppose the grand lodge furnish each lodge with a monthly statement of those holding vouchers, that the Receiver might examine when a voucher is presented to him and note if the person holding such voucher is continually on the list. Further, that the lodges grant vouchers only to members who are out of employment and actually in need. I am of the opinion that the system would be imposed upon only for the watchfulness of our grand lodge officers. We are always liberal with our money when we have any, so that the system should be well guarded by those who are not directly interested in the vouchers issued.

L. A. Ogden.

GRAND RAPIDS, MICH.

## A SUGGESTION CONCERNING DISABLED FIREMEN.

MR. EDITOR:—I think it would be a good idea for every member to pay \$1 a year for his MAGAZINE and use the fund thus obtained to establish a weekly benefit of about ten dollars a week for disabled firemen. I think that would be much better than building a home. It would at the very lowest bring \$25,000 a year, and think of the good brothers who need that money to-day. Again, there are not enough brothers who have no home to go to in case of sickness to make it an object to build such a home; those brothers who have no home, nor people to go to, might very easily be taken care of by the brothers of their own lodge; and they might get along very nicely on \$10 a week. I may be wrong in my suggestion, but I think it much better than building a home. If none of the brothers had homes to go to or friends to take care of them, then a home like the one suggested would be the thing.

T. F. Green.

CEDARTOWN, GA.

KICKERS are unpopular. About 117 years ago a lot of kickers in this country got together and criticised King George, who was having altogether too much to say. George didn't like kickers and tried to chastise them, but the kickers kicked too hard, and George was put out. As a result we have been healthy, wealthy and wise ever since. Don't kick at kickers, they accomplish great things sometimes.—*The Engineer*.

## A WAY OUT OF THE TROUBLE.

"I remember," said Gleason, thoughtfully, "when I first went running on the Lackawanna. I was stuck on my job, loved my engine, and was twice as jealous of her as I am of my wife. We had a trainmaster that got a notion that we were pulling trains far too light, and he commenced putting on cars. After a hard trip—doubling, running for water and the like—I went to see Bill Halstead.

'Mr. Halstead,' said I, 'I've come to see you about these heavy trains. They are just pulling the stuffing right out of my engine; I can't take care of her this way. I've got the best engine on the road, and I don't propose to see her overloaded and abused without a kick.'

'I'll tell you,' said he, 'the best way to fix that—lemme see, which engine is yours? The 'Anthracite?' Oh, yes. Well, as I was saying, the company want a few engines; supposen you sell her to the road, they'd just as lief pull all the cars with her as not—how much do you want for her?'—*Locomotive Engineering*.

A VERY curious inquiry undertaken by some French scientists seems to show a certain relation between railroads and the average height of the people. From the statistics collected in connection with the conscription, to which all young men in France are subject, it appears that in certain communes and departments there has been a notable increase in the average height of the men in the last 30 years, or since the building of railroads in those departments. This is attributed to the fact that the railroads have offered better paying work to the people, both directly and indirectly, by the introduction of manufactures; this has improved the condition of the people, who are now better housed and fed than formerly, and consequently grow to a greater height. The reasoning is carefully worked out, and the connection seems to be well established.—*Railroad and Engineering Journal*.

UNDER the direction of the Lighthouse Board some interesting experiments have lately been made at Long Beach to determine the relative visibility of white and colored lights. While there is some difficulty in securing uniform results, it was decided that a white light of one candle-power could be seen one mile distant; two candle-power, two miles, and thirty candle-power, five miles. Red and green lights required four candle-power to make them visible at one mile, and forty candle-power for two miles. The great difference is due to the adsorption of light by the colored glass.—*American Engineer*.

THE metropoliton journals with their 30 and 40 pages have set the pace for rural papers, and we find journals which make any pretense to being alive following hard after. What is in them? Nothing chiefly; the local news occupies possibly a page, the advertisements are spread over two or three pages, the rest of it is syndicate matter, stereotyped stories of the blood and thunder type, miscellaneous matter compiled from magazines and metropoliton journals, and machine-made jokes. It it all very dreary and nobody whose time is worth anything, or who has any money to spend, pretends to read it. The press of to-day is retrograding, and distinctly behind as a representative of public opinion.—*The Engineer*.

THE engineers on the New York Central Railroad are complaining that the road is often so badly blockaded that they are laid up on side tracks for periods of time varying from a few hours to twelve days, during which time they must keep their engines alive in anticipation of a call to proceed. They consider that they ought to receive some compensation for this time which is lost through no fault of theirs—a contention which would seem to be founded in reason, to say the least of it.—*American Machinist*.

SPURTS of 97 miles an hour down hill may be all right for advertising railways, but it is a great risk to the passengers. The running gear is not built for any such speeds, and flying over switches at this rate will result in a serious accident if the practice is continued. A railway superintendent severely censured an engineer who ran at this speed lately.—*The Engineer*.

#### REDUCED TO \$1.00.

We have on hand a supply of bound volumes of the MAGAZINE for the years 1891 and 1892.

The volumes are artistically bound in a way to withstand wear, and we need not say are intrinsically valuable, containing as they do, a wide range of topics on subjects well calculated to interest the general reader, as well as those who are the students of labor problems.

In this connection we suggest that these bound volumes of the MAGAZINE would be a valuable present on birthday occasions, or as tokens of remembrance, to be presented at any time, and as the price has been reduced to \$1.00 we shall hope to receive sufficient orders to reduce the supply, since no fireman's library would be complete without one.

By addressing LOCOMOTIVE FIREMEN'S MAGAZINE, Terre Haute, Indiana, orders will be promptly filled. Cash must accompany each order.

#### CHARTS.

To whom it may concern:

Bro. W. J. Hugo announces that he has completely exhausted his stock of charts and will not have any more.

Fraternally,  
F. W. ARNOLD, G. S. and T.

## GRAND LODGE.



#### ASSESSMENT NOTICE FOR NOVEMBER.

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., November 1, 1893.

ASSESSMENT No. 41, \$2.00.

To the Receivers of Subordinate Lodges:

SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members entitled to all the benefits of the order, viz:

CLAIM No. 1086. Daniel Gorman, of S. S. Merrill Lodge, No. 188, was declared totally disabled by Pulmonary Tuberculosis, August 24, 1893.

CLAIM No. 1087. Robert Buxton, of Regina Lodge, No. 276, died of Congestion of Lungs, April 30, 1893.

CLAIM No. 1088. Frank Strub, of Custer Lodge, No. 191, was killed in a Railway Accident, May 8, 1893.

CLAIM No. 1089. C. T. Huckaby, of Macon Lodge, No. 246, died of Hemorrhage of the Lungs, July 27, 1893.

CLAIM No. 1090. Wm. E. Nye, of Las Animas Lodge, No. 344, died from injuries received in a Railway Accident, July 28, 1893.

CLAIM No. 1091. Eugene D. Keller, of Las Animas Lodge, No. 344, died of Peritonitis, August 13, 1893.

CLAIM No. 1092. Augustus Friday, of Orphans' Hope Lodge, No. 468, died of Consumption, August 18, 1893.

CLAIM No. 1093. M. J. Gerron, of Loyal Lodge, No. 207, died of Typhoid Fever, August 21, 1893.

CLAIM No. 1094. F. T. Wilson, of Resurrection Lodge, No. 489, was declared totally disabled by Loss of Arm, August 22, 1893.

CLAIM No. 1095. A. J. Hart, of Walnut Valley Lodge, No. 369, was declared totally disabled by loss of Hand, August 23, 1893.

CLAIM No. 1096. R. H. Wood, of Pike's Peak Lodge, No. 218, died from injuries received descending Pike's Peak, August 25, 1893.

CLAIM No. 1097. Wm. L. Best, of Metropolitan Lodge, No. 363, was killed in a Collision, August 26, 1893.

CLAIM No. 1098. W. S. Chamberlain, of Yougheny Lodge, No. 302, died of Typhoid Fever, August 27, 1893.

CLAIM No. 1099. Samuel R. Wild, of Evening Star Lodge, No. 112, died of Apoplexy, August 23, 1893.

CLAIM No. 1100. Joseph B. Lemmons, of Mayflower Lodge, No. 415, was declared totally disabled with Bright's Disease, September 2, 1893.

CLAIM No. 1101. Edward Griffin, of Mayflower Lodge, No. 415 was declared totally disabled by Paralysis, September 2, 1893.

CLAIM No. 1102. Robert F. Hill, of Front End Lodge, No. 345, died of Acute Nephritis, September 3, 1893.

CLAIM No. 1103. R. E. Sherrill, of Red River Lodge, No. 8, died of Urethral Fever, September 4, 1893.

CLAIM No. 1104. Edward O'Neil, of J. M. Raymond Lodge, No. 49, was declared totally disabled by having Arm Crushed, September 11, 1893.

CLAIM No. 1105. Perry Unser, of A. G. Porter Lodge, No. 141, was killed in a Railway Accident, September 11, 1893.

CLAIM No. 1106. W. A. Scherfe, of Nauvoo Lodge, No. 391, was declared totally disabled by Paralysis, September 11, 1893.

CLAIM No. 1107. Edward F. Venner, of Adopted Daughter Lodge, No. 3, died of Typhoid Fever, September 24, 1893.

CLAIM No. 1108. Wm. S. Allison, of Cherokee Lodge, No. 428, was declared totally disabled by Pulmonary Tuberculosis, September 25, 1893.

CLAIM No. 1109. Willis E. Sage, of Blooming Lodge, No. 40, was declared totally disabled with Tuberculosis, September 26, 1893.

CLAIM No. 1110. John W. Lynch, of High Line Lodge, No. 286, was killed by a Railway Accident, February 10, 1893.

CLAIM No. 1111. Wm. F. Hite, of Taylor Lodge, No. 175, was killed in a Railway Accident, June 20, 1893.

CLAIM No. 1112. Francis M. Kelley, of Eel River Lodge, No. 164, was declared totally disabled by loss of Leg, August 2, 1893.

CLAIM No. 1113. H. E. Roseboom, of Friendship Lodge, No. 375, died of Typho-Malarial Fever, August 12, 1893.

CLAIM No. 1114. Frank Treackle, of St. Joseph Lodge, No. 43, died of Typhoid Fever, September 6, 1893.

CLAIM No. 1115. Wm. H. Lambert, of Vandalla Lodge, No. 405, was killed in a Railway Accident, September 12, 1893.

CLAIM No. 1116. Harry D. Attick, of Provident Lodge, No. 220, was Run Over and killed, September 14, 1893.

CLAIM No. 1117. Abraham L. Ramsey, of Eureka Lodge, No. 14, was declared totally disabled with Paralysis, September 15, 1893.

CLAIM No. 1118. Chas. H. Stroh, of Provident Lodge, No. 220, died of Typhoid Fever, September 22, 1893.

CLAIM No. 1119. Peter Young, of Wilson Lodge, No. 272, died from an Abscess on Lungs, September 24, 1893.

CLAIM No. 1120. Rush Clawson, of Buckeye Lodge, No. 239, died of Typhoid Fever, September 29, 1893.

CLAIM No. 1121. Chas. F. Robertson, of Frisco Lodge, No. 51, was killed in a Railway Accident, September 30, 1893.

CLAIM No. 1122. Henry Jerome, of Frontier City Lodge, No. 92, died of Obstruction of Intestines, October 3, 1893.

CLAIM No. 1123. August P. Euler, of C. J. Hepburn Lodge, No. 160, was Run Over and killed, October 4, 1893.

CLAIM No. 1124. Joseph Sammis, of J. A. Logan Lodge, No. 470, was declared totally disabled by Injury to Spine, October 5, 1893.

CLAIM No. 1125. Richard J. Wyatt, of W. Craig Lodge, No. 467, was killed in a Railway Accident, October 7, 1893.

CLAIM No. 1126. John Weaver, of Bald Eagle Lodge, No. 418, was declared totally disabled by Paralysis, October 9, 1893.

CLAIM No. 1127. Geo. W. Lyons, of Midland Lodge, No. 147, was declared totally disabled with Consumption, October 10, 1893.

CLAIM No. 1128. Lewis C. Rickabaugh, of Anchor Lodge, No. 54, Fell from Engine and was killed, October 10, 1893.

An assessment of TWO DOLLARS (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount for each member whose name appears on the rolls of membership NOVEMBER 1ST, 1893, (also for all members having taken a withdrawal (limited or final) after NOVEMBER 1ST, and for all members who died or were totally disabled since that date), said remittance to reach the Grand Lodge not later than NOVEMBER 20TH, 1893, as provided in Section 50 of the Constitution. Any lodge failing to make returns as above provided will stand suspended from all the the benefits of the order, as per Section 52 of the Constitution.

Yours fraternally,

F. F. SARGENT, G. M.

F. W. ARNOLD, G. S. and T.

#### ADDRESSES WANTED.

JAMES SMITH.—Formerly served as brakeman and fireman, and was located at Straubville, N. D., but has not been heard from for more than a year. His parents are exceedingly anxious to hear from him, and will be grateful to receive any information in respect to his whereabouts. Address John W. Smith, Box 249, Elwood, Ind.

W. H. SULLIVAN, a member of Davy Crockett Lodge, No. 145. Was last heard from in Prescott, Arizona. Anyone knowing his whereabouts will please correspond with his lodge.

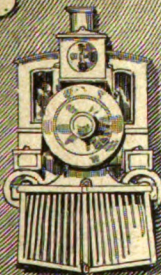


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# LOCOMOTIVE FIREMEN'S MAGAZINE

EUGENE V. DEBS · EDITOR ·

December.



PUBLISHED MONTHLY AT TERRE HAUTE, IND.



# LOCOMOTIVE FIREMEN'S MAGAZINE.

DECEMBER, 1893.

## EDITORIAL.

### DECEMBER.

"The chill rain is falling, the nipt worm is crawling,  
The rivers are swelling, the thunder is knelling  
For the year.

The blithe swallows are flown, and the lizards each gone  
To his dwelling.

Come, months, come away;  
Put on white, black, and gray.

Put your light sisters play—

Ye follow the bier

Of the dying old year.

And make his grave green, with tear on tear."

Since we wrote our "Farewell" to 1892, this terraqueous world, on which we live, move and have our being, has been turning on its axis at the rate of a thousand miles an hour, and at the same time has been tramping along the same old trail around the sun, making the journey in 365 days, 6 hours and a fraction of an hour, at the rate of 1,130 miles a minute, or 67,800 miles an hour—a speed that would distance Nancy Hanks, if she were a cannon ball instead of very superior horseflesh.

Who that loves the starry night, or the full orb'd day, who that loves the coming of the seasons in their order, is not glad that the world rolls over every twenty-four hours and completes its orbit around the sun once a year? In a word, who does not rejoice that this world of ours continues to do business at the old stand? Who is not glad to see Luna, the queen of night, increase her store of silver every month, from a mere intimation that she has struck the "white metal," until her stock of bullion is coined into a "dollar of the daddies," 6,540 miles in circumference, a guarantee, we think, that the man in the moon is no gold bug—cares nothing for "ratio" or "parity"—but having an abundance of silver, throws it down upon the earth and the sea with such a lavish hand that the whole heavens seem to rejoice over the benediction.

But, really, we did not grasp our faber to eulogize this mundane

sphere, or the beautiful satellite that attends it on its journey around the great central luminary. The earth, it is said, weighs two thousand trillions of tons, and anything we might say, complimentary or otherwise, would neither add to nor subtract from its incomprehensible ponderosity. It is able to take care of itself, Lieut. Totten to the contrary, notwithstanding. It is sometimes surmised that it may eventually be caught by a tramp comet at some crossing, but should such a casualty occur, we surmise there would be one comet less in the world of space, and thereby hangs a tail which we shall not discuss at this writing; our reflections are headed in another direction.

Our interest in the movements of the earth, our planet, relates to the year of which December is the closing month. In this latitude, December is a frigid month. With the last vibration of the pendulum, December 31st, at night's high noon, the year 1893 expires, and 1894 is ushered in. We are not a mourner at the bier of 1893. We have no tears to shed over his demise. There is no resurrection for him. He will not come back. What he has been we know, what his successor will be is mere conjecture. We value 1893 only as we value his predecessors, for the lessons of experience he has taught. If we have learned nothing, then the year has been a blank. True, it brought us seed time and harvest. We have ate and drank; so have the cattle on a thousand hills. If eating and drinking is all of life, if there is no growth in knowledge, if the mind has remained passive and inert, if we have been like blind horses on tread mills used for sawing wood for the pecuniary benefit of others, we had better been dead and buried in the Potter's field. If we have not taken cognizance of passing events, if we have been mere sign posts on the highways, silently pointing the way but never moving, silent as clouds, we have been sleeping, really of less use than dead people, since the dead do fertilize the earth and help to tassel the corn, beard the wheat and paint the lily.

The year 1893 has given the world an abundance of food for reflection—at least, that portion of the world known as the United States of America. The people are sometimes called the world. We refer to the people—particularly to working people, wage earners—the real "salt of the earth," and inquire what has 1893 done for them? Do they feel like decking his bier with flowers? Do tears of regret dim their eyes as they contemplate his departure? Let us be practical. We need not delve for facts. These are on the surface—cold, inflexible and relentless. We need not deal in metaphor, al egory nor hyperbole. What are the terrible lessons which 1893 has taught workingmen, railroad employes, the grand army to whose credit there are more victories than Cyrus, Alexander, Cæsar and Napoleon, combined, could boast, and every one a benediction?

The seasons came. The earth, responding to sunshine and shower, made the fields fruitful of food. There was enough and to spare. The outlook was cheering, hearts beat high with hope. In ten thousand humble homes there were banquets of peace and joy. *Presto!* Suddenly the industrial heavens were overcast with storm clouds;

darkness overspread the land, mines were closed, forges ceased to roar, the shuttle stood still, the anvils ceased to ring, implements of industry fell from the nerveless hands of toilers, until multiplied thousands, stricken and powerless, contemplated these changed conditions with feelings of despair. Poor old Job, in the hands of Satan, having been robbed of property, home and children, and covered all over with boils, wanted the day on which he was born stricken from the records. He could not be accommodated, nor will the record of 1893 be obliterated. Why this record? Well, congressmen and United States senators, under the sanctity of their oaths, declare that the calamities that have overtaken the country are the result of conspiracies formed by men who control the money of the country—deliberately entered into to bring about wrecks and disaster—which for suddenness and far reaching grasp, are unparalleled in the history of the world. We hear of the mills of the gods, which grind continually and grind “exceedingly small,” and it appears that every plutocrat in the conspiracy controlled a grind stone of Ferris wheel proportions, and to gain their ends, were willing to fill the land with lamentations. We paint no fancy sketch. The average railroad employe will concede the truthfulness of the picture, indeed, will be quick to declare the coloring is too demure.

The year 1893, though it afforded conspirators an opportunity, or a thousand opportunities, to discharge workingmen and shroud their homes in gloom, make their larders strangers to food, and fill their stomachs with hunger pangs, it did also, be it said, afford organizations of railroad employes opportunities to say: “We cannot prevent the discharge of our associates when the employer says they shall be exiled from work, but, when the demand is made to reduce the wages of those who remain, whose burdens and responsibilities are increased, we can and will say, no.” Did they do that thing? Did they expand to the full proportions of men knowing their rights and daring to maintain their rights? Nay, verily. The organizations, boasting of their individual and system-federated strength, yielded to the dictation of the corporations. It was a grand opportunity for the organizations to have presented to the world a spectacle of federated force. What was it that workingmen beheld? An exhibition of system-federated feebleness—at once a sham and a shame. To analyze it is to drag forth an entire brood of human infirmities, a condition of things so humiliating that were 1893 a vagabond dog, with a tail as long as a comet, he would quickly get it between his hind legs, and with a yelp of shame and with a bound equal to that of the fabled cow that jumped over the moon, scale any barrier, happy to get out of sight.

Here we put the question: What have organizations learned during the year 1893, which now at its close, they can recite in a spirit of honest boastfulness? Which of the officials of the organizations, as he travels to hold communion with the rank and file, expects the hands to play, “See, the Conquering Hero Comes?” What battle flag can he display bearing upon its ample folds so

much as one victory won for railroad employes? If there have been no victories, what can be said of defeats? In every struggle the organizations have gone down. Still worse, they have gone down without a struggle—deliberately voted to surrender, when every heroic impulse demanded that, like the Spartans at Thermopylæ they should have chosen to be taken home on their shields, rather than surrender without an effort to resist oppression.

If that were all of the humiliating record, 1893 might stand up in the presence of the centuries gone and plead the cause of degeneracy, something after the following fashion:

"O, centuries, since time began, hear me in defense of weak knees and chicken hearts. I bear you a message from men living in the United States of America, boastful of their rights and their independence, of their courage and self-reliance. I come to you with a full report of the deliberations of men in council who solved the mighty problem of strikes—in which it was decided, if one organization voted to wear fetters, bow in humble submission to wrong and degradation, all the other organizations, dumb as camels, should in the presence of their masters kneel down and receive their burdens. O, centuries, I know not what spectacles of degradation you have witnessed since the slave master first began to wield his lash and whip slaves into line; it is only for me to report to you that during my stay in the United States, I heard enough system-federation bravado, had it been thunder, to have shaken the stars out of their silver sockets, and the back-out and back-down machinery in operation was adjusted with such nicety and run so smoothly that unless something is done my successors will report to you, O, centuries, that organizations of railroad employes, of their own free will and by vote, will be saying to corporations, 'When you want to ride, straddle us, and when you feel tired, you will find our prostrate forms as soft and yielding as an easy chair, or a Vanderbilt sofa.'"

Is all lost? No! Have all yielded? No! The great body of railroad employes will not shave off their whiskers, nor do any unseemly thing at the bidding of Nebuchadnezzarian corporations. They will not emulate reptiles and crawl in the dust; they will not lick the boots of their oppressors, nor kiss the rod that smites them, and don't let it be forgotten, 1893, in his address to the centuries, will report a mighty host of men, who, though adverse circumstances have environed them, have resolved to change circumstances, and that 1894 will find these men larger, more fully developed, stronger, more confident and defiant, getting nearer together for the purpose of resenting wrong and of overcoming defeat brought about by bonds made of straw, and of tender footed generalship which administers beef steak to corporations and "rough on rats" to the rank and file.

Farewell to 1893. May its like be seen no more while the earth turns on its axis and revolves around the sun. Palaces of the millionaire ablaze with light, homes of workingmen shrouded in deep-

est gloom. Feasts of fat things on the one hand, with Bacchanal songs and revelry as the wine foams and the toast goes round, while in the gathering darkness on the outside men and women nurse their hunger pangs and gather about them their tattered clothes to shield them from the merciless storms.

We shall hail 1894 in a spirit of hope. We shall trust in the conquering power of education gained in the rugged school of experience.

Christmas bells are chiming and the voice of the humble Nazarene is heard saying: "As ye would that others should do to you, do ye therefore to them, for this is the law and the prophets."

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## "THE COMMERCIAL AND POLITICAL CONSIDERATIONS INVOLVED IN SYMPATHETIC RAILROAD STRIKES."

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Mr. Joseph Nimmo, Jr., is the author of a pamphlet in which he discusses the subject indicated in the caption we have reproduced from his pamphlet. Mr. Nimmo was statistician of the United States Treasury Department for many years, and for aught we know to the contrary, may still be occupying that responsible position.

Mr. Nimmo deems it advisable to come to the rescue of Messrs. Taft and Ricks, the United States judges whose judicial jugglery with the law in the case of men *vs.* the corporation in the Toledo, Ann Arbor & North Michigan Railroad was such as to remind one of cuttlefish tactics, so that when they had exploited their erudition the case became utterly incomprehensible to lawyers, to say nothing of laymen. It was very kind in Mr. Nimmo to come to the rescue of the judges for the purpose of rendering clear what was exceedingly inky, and if he has not succeeded in his self-imposed task, he has by the exhibition of intentions, doubtless secured a *free railroad pass*, and possibly more substantial rewards from railroad corporations, for his *sympathetic* contribution.

Mr. Nimmo deplures "sympathetic railroad strikes." In the fierce struggle which workingmen experience to obtain and maintain their rights against the rapacity of corporations, Mr. Nimmo would eliminate all indication of sympathy, which means fellow feeling, an agreement of inclinations, kindness towards one who suffers wrong and injustice, and which embodies to the fullest extent, the golden rule of doing unto others as you would have others do unto you; to that sort of flapdoodle Mr. Nimmo is opposed with all the heart he has at command.

Mr. Nimmo, and men of his ilk, explode with the force of a shoot-

ing cracker when dealing with the sacredness of commerce, particularly "inter-state commerce," the sum total of which he estimates at \$40,000,000,000 a year. It is to him what Nebuchadnezzar's golden image was which he set up and then demanded that nations and tribes and tongues should fall down and worship, and in the frenzy of his idolatry and self-importance, human rights were totally obscured. Mr. Nimmo lifts up his voice and shouts, Commerce! commerce! corporation! law! He would have trains move though every man employed in the work should be ground to powder by the wheels of commerce.

Mr. Nimmo admits "the right of the employes of railroad companies to organize for their mutual advancement as a class," but this "protection" must not include the slightest inconvenience to commerce. If, however, the corporation strikes for protection against employes and discharges a hundred or more of them, neither Mr. Nimmo, Messrs. Taft and Ricks, nor any other free pass advocate of justice, utters so much as one word in regard to the "inconvenience of commerce;" their fees do not invite to such argumentative gymnastics; there is no butter on such cornbread—but, when it comes to the railroad employe, then law, logic and lucre, mingle and flow together in a resistless tide; it is the one tide in the affairs of the corporation that leads on to fortune, and court and corporation straddle it while the entire tribe of Nimmos, shout as the pageant passes along and distributes nickels for their support.

Mr. Nimmo quotes the law to show how the railroads of the country are tied together endwise and the tremendous obligations imposed upon them by statute, and then endeavors to show that Messrs. Taft and Ricks by their decisions have pretty effectually welded the railroad employe to their inter-state tracks and machines. Have they done it? That is the real question before the country—all else is quite immaterial. The question is going to the Supreme Court of the nation. It is vital, it is far reaching. In some of its aspects it is terrible.

Mr. Nimmo thinks there is a vital "political question involved," in which he is right. Nothing less than the enslavement of men by statute to guard commerce to protect the corporation. "It is a question," says Mr. Nimmo, "which involves the integrity of our political institutions." What is this overshadowing question which startles Mr. Nimmo? This, a "sympathetic strike of railroad employes"—and Mr. Nimmo says, "this is no exaggeration; for the power to stop every wheel on the great trunk lines of the country, time and time again asserted, is evidently a much more strenuous exercise of power than that which the National Government has ever seen fit to exercise under the constitutional authority of regulating commerce among the states."

If then it is determined by the supreme judicial power of the nation, that the law ties men to the machine, makes them a part of the rolling stock of the corporation, strikes down one "inalienable right" of the citizen, it may come, and it should come as a last re-

sort, to maintain the rights of citizens, to "stop every wheel on the great trunk lines of the country." But before such a calamity befalls the country, Congress will be required to banish such an infamous law from the statute books of the nation—and it will be done. Mr. Nimmo, if he has the leisure, should write another pamphlet and introduce his fancies, indicative of the task which would be performed of reducing to bondage the railroad employes of the country, and further, to intimate the ways and means by which the sympathy one workingman has for another may be successfully crushed out.

Mr. Nimmo proceeds to discuss "concrete facts which have an important bearing upon the matter" to which he refers. He says:

There are employed on the railroads of the United States about 35,000 locomotive engineers and 36,000 firemen—in all about 71,000.

The total number of persons employed in gainful occupations in the United States is about 21,000,000.

The total population of the United States is now about 65,000,000.

The total number of persons employed as locomotive engineers and firemen therefore constitutes about the  $\frac{3}{100}$  part of one per cent. of the persons employed in the United States in gainful occupations, and about the  $\frac{1}{100}$  part of one per cent. of the total population of the country.

The wages paid annually to locomotive engineers and firemen in the United States amount to not far from \$76,500,000, this being about one-fifteenth of the total disbursements of all kinds by railroad companies annually.

The value of the railroad property of the country is not far from \$10,000,000,000.

The value of the commodities transported annually on the railroads of the country exceeds \$40,000,000,000. The aggregate sum paid annually in wages to locomotive engineers and firemen amounts, therefore, to only one-fifth of one per cent. of the total annual value of the internal commerce of the country.

There are transported on the railroads of the United States about 530,000,000 passengers annually.

During the year ended June 30, 1890, each passenger locomotive engine hauled 58,735 passengers.

The foregoing serves an important purpose in the discussion—since but for the railroad employes, not a wheel would turn and the entire establishment would go to ruin, and since the employes play such an important part, are those who seek to oppress and degrade them entitled to more consideration than any other class of tyrants may claim? We are quite willing that Mr. Nimmo should here have a hearing as to his estimate of locomotive engineers and firemen. He says:

The locomotive engineers of the United States are engaged in an exceedingly important occupation, involving peril, and full of heroic fascination. They perform an essential function in the conduct of the grandest system of transportation ever seen on this planet—the American railroad system—a vast and complex organization formed by the co-ordination of many elements, personal, commercial, financial, and mechanical, and sustaining vitally important relations to the commercial and social life of the nation. This system of transportation, with its multiform relationships, constitutes the business environment of the locomotive engineers and firemen of the country, an environment with which they must live in harmony in order to secure their own well-being,

and in order that they may be useful in the great work of internal commerce. This is beyond all question.

Read the foregoing and then ask if it is to be presumed that the men Mr. Nimmo eulogizes are likely to submit without resistance to statutes or decisions which reduces them to degrading vassalage that commerce may be prosperous among the states? The men who work on railroads are the friends of commerce, progress and prosperity, quite as devoted and sincere as an average judge, corporation, president, bondholder, merchant, princely manufacturer, or even Mr. Nimmo himself—but they do not propose to be enslaved—nor will oceans of panegyrical adulations quiet them while judges of the Taft and Ricks style or any other model are applying the branding iron. This country has had quite enough of slavery and if the shackles struck from the limbs of negroes are to be riveted by court decrees upon the limbs of white men, then there will be trouble, which will be a Vesuvian volcano compared to an ordinary smoke stack. Enslaving statutes will not stand, decisions of judges will not stand the onset. But the form of American government as the fathers made it, will not pass away in the struggle—not much—but it will be wrested from the grasp of plutocrats and their aiders and abettors—and with its pristine beauty and glory reinstated it will stand and the “gates of hell” shall not prevail against it, and the Nimmos, Tafts and Ricks may as well take notice.

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## RAILWAY STATISTICS.

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The fifth statistical report of the Interstate Commerce Commission, prepared by its statistician for the year ending June 30, 1892, was recently made public.

The total railway mileage of the United States on the date named is given as 171,563 miles, capitalized at \$10,226,748,134 or an average valuation per mile of \$59,609.

It will be universally admitted that to place the average cost of railroads, including all equipments, at \$30,000 per mile is sufficiently extravagant to silence all objections. It is seen, therefore, that the amount of water in the capitalization is \$4,479,858,563.

To account for the creation and the maintenance of this colossal fraud upon the public paralyzes the ordinary intellect. It is a fact that makes fiction blush, a central crime, like the sun in our solar system, around which ten thousand other crimes revolve and are vitalized. Since Jehovah “repented” that he had made man, because of his wickedness, no fraud in business affairs of which history gives so much as a hint, forms even a remote parallel to this water capitalization fraud of American railroads. It is the one Chimbor-



zian peak in the Andean chain of frauds that defies characterization. And, strange to say, grand, and peculiar as it is, challenging as it does the amazement of men, if not of angels, it has its comical side, and never appears more ludicrous than when the men who own the roads plead poverty and assure their hard worked employes that they must reduce their wages to prevent bankruptcy, and the employes, imagining themselves caught between H——alifax and the deep sea, vote to accept the reduction and really sympathize with the corporations which are trying, under many difficulties, to assure their employes that their wind, water and cash are exceedingly difficult to handle.

The report says that "the gross earnings from the operation of railways during the year ending June 30, 1892, were \$1,171,407,343. The operating expenses were \$780,997,996. From this it appears that the net earnings from the operation of railways were \$390,409,347. The income to the railways from investments was \$141,960,782, making, with the net income from operation, an aggregate of \$532,370,129."

Here we have a net income of \$532,370,129, which is 5.2 per cent. on the capitalization of \$10,226,748,134, which includes \$4,979,858,536 of water. If we draw off the water we find the amount of cash in the capitalization to be \$5,146,890,000, and the net earnings being \$532,370,129 shows that the net earnings upon the cash invested, was 10.3 per cent. Thus it seems that, whether we include the water or expel it, the net per cent. of earnings is sufficient, one would think, to warrant an increase instead of a decrease of wages paid employes.

Referring to equipment, the statistician says: "The total number of locomotives on June 30th, 1892, was 33,136. Of these 8,848 were passenger locomotives, 17,559 locomotives were assigned to the freight service, 4,355 were switch locomotives, and 2,374 were unclassified and leased. The increase in passenger locomotives during the year has been 130 and of freight locomotives 680. The total number of cars reported by carriers as their property was 1,215,092. Of these 966,998 were in the freight service, 36,901 were assigned to the companies' service, and 35,978 were assigned to fast freight line service. In addition to the above cars owned, the companies report 146,339 cars leased. It should, however, be remembered that these figures are exclusive of cars owned by private companies and leased to shippers for the purpose of transportation. The average number of locomotives per 100 miles of line is 20, the average number of passenger cars per 100 miles of line is 18, the average number of cars used in the freight service per 100 miles of line is 708. These figures show a decided increase in density of rolling stock over the previous year. The number of passengers carried per passenger locomotive was 63,399, and passenger mileage per passenger locomotive was 1,510,273. The number of freight cars per 1,000,000 tons of freight was 1,627. This is a decrease of thirty-nine, as compared with the previous year. There has been an increase during the year in the number of locomotives and cars fitted with automatic couplers and train brakes. The report shows a total increase in equipment of 27,139, and an increase

in equipment fitted with train brakes of 68,537, and an increase in equipment fitted with automatic couplers of 75,299."

The foregoing figures indicate the immensity of the railroad enterprises of the country, to carry forward which, required 821,415 employees, an increase of 37,130 over the previous year. The report says that "assuming an increase in the total number of inhabitants during the year of 1,250,000, it appears that the ratio of increase in railway employees to the increase in population was 1 to 34. The ratio of total railway employees to total number of inhabitants was 1 to 79. The railway industry makes each year larger demands upon the labor of the people. It is significant, however, to notice that the most of the increase in railway employment is confined to the territory east of the Mississippi and north of the Ohio rivers and to the Pacific slope." It is stated that the total operating expenses amounted to \$780,997,996, and that the number of persons employed was 821,415, if, therefore, "operating expenses" meant simply the wages of employees, their average earnings would be \$950, or an average of \$3.16 a day for 300 days. It is safe, however, to say that the average of wages paid does not exceed \$2.75 ranging all the way from 80 cents a day to \$17.50.

That portion of the report relating to casualties involving death and disability will attract attention. It is as follows:

The number of railway employees killed during the year covered by the report was 2,554, being less than the number killed during the previous year. The number of employees injured, however, was in excess of the number injured during the previous year, being 28,267. The number of passengers killed was largely in excess of the number killed during the previous year, being 376 in 1892 as against 293 in 1891; while the number of passengers injured was 3,227 in 1892, as against 2,972 in 1891. An assignment of casualties to the opportunity offered for accidents shows one employee to have been killed for every 322 employees, and one employee to have been injured for each twenty-nine men in the employ of the railways. A similar comparison shows one passenger killed for each 1,491,910 passengers carried, or for each 35,542,282 passenger miles, and one passenger injured for each 173,833 passengers carried, or each 4,140,966 passenger miles. The largest number of casualties to employees resulted from coupling and uncoupling cars, 378 employees having been killed and 10,319 injured while rendering this service. Of the total number killed in coupling and uncoupling cars 253, and of the total number injured 7,766 were trainmen. The accidents classed as "falling from cars" were in this year as in previous years responsible for the largest number of deaths among employees, the number killed in this manner being 611. Of this number 485 were trainmen. Collisions and derailments were responsible for the death of 431 employees. Of this number 336 were trainmen. This class of accidents is responsible also for the largest number of casualties to passengers. Thus 177 passengers were killed and 1,539 were injured by collisions and derailments during the year. Collisions alone were responsible for the death of 286 employees and 136 passengers.

It is here shown that there were killed and injured during the year 30,821 employees, and of them 10,697 were killed and injured by coupling and uncoupling cars at which rate the entire army of 821,415 employees would be killed and disabled in twenty-five years, but as the men who are killed and injured are chiefly train men, and as their number constitute about one-third of the number of the em-

ployes, or say 275,000, the killing and maiming at the rate of 30,821 a year, would kill and disable the entire force in about nine years. It is a frightful outlook to contemplate but in the horrifying figures before us showing the number killed and maimed during the past ten years the sum total would doubtless amount to 300,000, and yet it is a fact that railroad corporations are ceaselessly engaged in trying to reduce the wages of their employes, who day and night are working where death and disaster are forever lurking.

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## EUROPEAN MILITARY, MONEY AND MISERY.

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Nations are no longer isolated. Electricity and steam have made them near neighbors. The concern of one is becoming more and more the concern of all. Thoughtful men in the United States cannot contemplate the steadily increasing armies of Europe with composure. Our attention is called to a recent article in the New York *Herald*, in which it is stated that at the date of the Crimean war, 1854, the aggregate strength of the armies of the great powers of Europe did not exceed 3,000,000 in round numbers, while to-day, after the lapse of thirty-nine years, it is more than 20,000,000, an increase of 700 per cent.

The people of the United States, at least a great majority of them, treat with indifference figures relating to European military affairs, growing out of the fact, perhaps, that they regard with quite as much indifference the military affairs of their own country. Here we have what is called a regular army of about 25,000 men, costing annually, say, \$30,000,000, an establishment so small that it seldom occupies the attention of the average citizen. We notice, because the facts are forced upon our attention daily, that Europe is annually sending vast armies of immigrants to our shores, and workingmen complain because the influence of these arrivals is to reduce wages, but we do not stop to consider why such vast numbers come to us. We have tabulated figures relating to wages and production, with an occasional statement showing the deep degradation of the subjects of monarchies, but too seldom do we seek to know the real cause of the sad condition from which these wretched people would escape.

It is stated that in 1869 the fighting force of Europe was 7,000,000 of soldiers; the number in 1892 was 12,500,000, but as everybody anticipates war, laws have been enacted, which as soon as they take effect, the armies of Europe will show the sum total of 22,448,000 soldiers armed and equipped for war, costing annually \$1,000,000,000, as follows :

Germany . . . . .	5,000,000
France . . . . .	4,350,000
Russia . . . . .	4,000,000
Italy . . . . .	2,236,000
Austria-Hungary . . . . .	1,900,000
Turkey . . . . .	1,150,000
Spain . . . . .	800,000
England . . . . .	692,000
Sweden and Norway . . . . .	338,000
Switzerland . . . . .	489,000
Roumania . . . . .	280,000
Belgium . . . . .	258,000
Bulgaria . . . . .	200,000
Holland . . . . .	185,000
Greece . . . . .	180,000
Servia . . . . .	180,000
Portugal . . . . .	154,000
Denmark . . . . .	91,000
Montenegro . . . . .	55,000
<b>Total . . . . .</b>	<b>22,448,000</b>

The population of Europe, in round numbers, is, 300,000,000; if the United States should determine to have a standing army based upon population, equal to that of Germany, it would number 6,500,000 soldiers, and this military establishment would cost annually, at the wages now paid for soldiers, not less than \$650,000,000, to say nothing of equipments.

Taking such a view of the subject, it is at once seen why it is that Europeans fly from their country to find homes in the United States, free from military despotism, and where their scanty earnings are not taken by the authorities to maintain in peace the pomp and circumstance of war.

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## THE COLUMBIAN FAIR.

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In writing of the great American Exposition, held in Jackson Park, Chicago, at once the mind relaxes its grasp upon the magnificence of the Exhibition, its cost, its national and international importance and its historical significance and while the heart beats like a muffled drum, enters the house of mourning, where, cold in the embrace of death lies Carter Harrison, slain by an insane wretch. During all the months, from May to the closing days of October, Carter Harrison, as a citizen, and as the chief executive officer of the great metropolis of the west, had in a thousand ways given eclat to the Columbian Fair. On all occasions, his great intellect, his wide information, his profound knowledge of men and affairs had given to the great undertaking of the United States and of the nations of

the earth embellishments which only great and cultured mind forces are capable of bestowing. In the midst of royalty and titled aristocracy the Democratic Mayor of Chicago, the untitled American sovereign, the exponent of Republican simplicity towered aloft, the peer of the highest and the superior of all snobdom, regardless of titles and self assumption of superiority.

To murder such a man at any time, is a national calamity; to strike him down at the time when the crime was perpetrated, defies, we care not how gifted the pen, adequate characterization. We shall not attempt it. The President of the United States touched the button that set the machinery in motion on the day the fair opened, and the booming of cannon was heard around the world. Flags were unfurled to the winds, and the grand celebration of the four hundredth anniversary of the discovery of a new world began. Six months sped by, the day approached for closing the great celebration in a manner worthy of the event—when the finger of a crazy assassin touched the trigger of a death dealing weapon, and in twenty minutes the soul of Carter Harrison had taken its eternal flight—and gloom, like a pall, fell upon a great city and upon a great nation and the fair passed into history blotched with blood. As we write there is not a capital in all Christendom, nor scarcely in pagan lands, where the untoward event is not commented upon with sorrow.

It were folly to discuss theories relating to cranks. Insanity is often methodical, and to such an extent that experts find it difficult to trace the dividing line between reason and madness. Insanity in its mildest forms is dangerous and the time has come to beware of cranks, creatures who brood over fancied, as well as real ills—bigots, who imagine themselves the ambassadors of Heaven and who stand ready, if not restrained, to light the fires of hell upon earth, and satiate their cannibal thirst with a brother's blood. Carter Harrison owes his premature and awful death to the murderous insanity of a crank, who had become melancholy over a fancied wrong.

In writing of the great Columbian Fair, it scarcely suffices to say that from first to last, as an enterprise, it was a splendid success. Ordinarily, such a statement might be accepted as referring to finances. We speak of the Fair in a far broader sense. It was a success financially. From first to last, the paid admissions amounted to 21,458,910, as follows: May, 1,050,037; June, 2,675,113; July, 2,760,263; August, 3,515,493; September, 4,658,907; October, 6,799,107, and the total revenues, from all sources, aggregate about \$10,500,000.

Such figures illustrate the financial side of the Fair. But when we attempt to estimate its educational influences upon the American mind, figures, whether numerals or the figures of rhetoric, become almost expressionless. To say that the Columbian Fair was grand, wonderful, unique, conveys to the mind no adequate conception of the enterprise. It stands out the latest of the wonders of the world. We make no attempt to accomplish the impossible. To have seen it was to have made the voyage around the world—the acquaintance of the nations of the earth, in their own climes and environments,

"from Greenland's icy mountains to India's coral strands," from the homes of the Esquimaux to the homes of the Dahomeyans—Christian, pagan and savage—all were grouped in Jackson Park. Costumes, houses, huts, and customs, with products of field, farm, mine, factory and studio, requiring days and weeks to enable the mind to grasp the alpha of the Fair, the task of reaching its omega being of such a herculean character that not one visitor in a thousand accomplished it.

The Fair, after all, was the sublimest testimony the world has ever heard or seen, in all the centuries, of the civilizing, elevating, liberalizing force of labor. Everywhere, from the turn-stiles through which the millions passed to review the wonders of the Fair—over all, above all, surrounding all, the imagination, without an effort, could see written, as vivid as electric light, the announcement that the Columbian Fair is monumental of the achievements of labor.

We make no objection to the claim capitalists may set up that behind it all was money. We are quite willing to admit the alliance between money and labor in the accomplishments of great undertakings, but this must be said, because it is true that the greater credit is due to labor, because, it is the creator of the capital with which, where justice holds the scales, it is in ceaseless harmony.

Referring again to the close of the Fair, October 30th, 1893, we repeat that but for the tragic death of Mayor Harrison, the Columbian Fair would have passed into history as the grandest achievement the nations of the earth have known since Pharaoh built the Pyramids.

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A CONSTANTINOPLE morning paper, under the caption of *Pour les Dames*, referred to the Sultan's harem in a way that displeased his highness, whereupon the editor was relieved of his head and the Censor was reduced to a eunuch and morning papers were at once suppressed. Later on, they were permitted to proceed, but now each paper has a Censor, and *powerless dames* is not one of their features.

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THE tomb of Noah has been discovered, and it will soon be in order to organize a pilgrimage to the sacred spot to enable sorrowing relations to *Whereas* and shed a few tears in recognition of the Grand Old Man's success in saving the human family from death by drowning.

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THE New York *Herald* proclaims a labor jubilee, when "any grievances which workingmen may have will be easily redressed and every wrong easily righted." Why not predict, a time when rattlesnakes will hunt a dentist to have their fangs extracted?

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It happens at last, that a private citizen of France, can sue a member of the Legion of Honor, and drag him into court, regardless of his trappings.

# CONTRIBUTED.

## MONOPOLY FUND.

BY JOSÉ GEOS.

Civilization has, so far, been but the constant clashing of two elements, labor and monopoly. The latter is essentially a human institution. The former is essentially divine. It constitutes God's primary law at the very inception of civilized man, if by that we mean man with certain perceptions of duty to a higher power than himself. We can trace all human disasters to the fact that labor, that primary law of God, has always been treated as a secondary force in the councils of all nations. What we call legislation has been nothing but a perpetual coquetting with monopoly in all possible forms. No wonder that the path of civilization is strewn with disasters. No wonder that all progress has been saturated with tears and despair. It has been a naked human progress, with hardly any substantial elements of the divine, with hardly any precise conceptions of duties to each other, much less of duties to a higher power than ourselves, or to the basic laws that preside over the universe, and hence over human acts, individual and collective.

And yet, men have been religious enough, after a fashion. The only trouble is that religious sentiment has strangled the ethical principle, without which religion is but a mass of negations. We don't need to quarrel at all with that sentiment in religion, and each man, or set of them, should exhibit it in any form they see fit, but why divorce it from ethics? Without such a divorce we would never have had any infidelity, nor any fanaticism, much less any religious disagreements. Without such a divorce we would all have easily perceived that the hereafter would be all right, if we only took care of the present on high, noble conceptions of life. And life is but joy, because of duties performed. That is what life shall be under a correct civilization. And we shall have that as soon as we raise the lowest of the low on a level with ourselves. Nothing shall be done until that is done. Let us now drop to the task we have undertaken.

We propose to estimate what monopoly absorbs out of the net annual earnings that labor creates. Let us rest our estimates on 12½ millions family groups in 1890, at an average net product of \$900, total 11½ billions. Statisticians call the total average product \$1,000 per family group, but we prefer to allow at least \$100 per family as necessary to meet the wear and tear of our tools of production, and

that includes the keeping of our working animals. We shall have a million family groups as representing the wealthy non-producers, or pretty nearly so. That would leave us twelve millions of real working family groups, the labor power of the nation.

What is the sum that that labor power did receive in 1890, out of the 11½ millions annual net product? First, let us divide the workers in two general groups. We shall call them inferior and superior workers, although we don't like such adjectives at all. By inferior workers we simply mean those who perform the labor requiring less intelligence, in opposition to those engaged in labor requiring greater intelligence. But, could the latter exist without the former? The artists who decorate all palaces, monuments and cathedrals, what would become of them without the humble, inferior workers that dig the ground to make room for the foundations, and those who simply cut the rocks and cart it from yonder hills, and so on?

Take the orator, the poet, the painter, the writer, up to a Cicero, a Virgil, a Velasques, a Fenelon, where would they be if somebody had not raised the food and all other needs of life they had to consume while forming themselves, and while giving to humanity their own productions?

The fact is, what we call inferior workers are the most indispensable of all, the ones without whom no high human productions are possible, in any line or sense. It looks, then, as if we were entitled to assert that, in the order of nature, on the plane of ethics and moral sense we should not have any great discrepancy between the labor earnings of the inferior and superior workers, as general averages, and under equal conditions of fidelity to the work performed, with mighty few exceptions, anyhow. We mean that a correct civilization would give to the humblest faithful worker a full enjoyable living. Also that such a civilization would breed men who would seldom care for any more than that full enjoyable living and could not very well have any more, because unable to crush anybody.

Suppose that out of our 12 millions working families we have 10 millions falling under the classification of inferior workers, and 2 millions under that of superior workers. The average annual earnings of the former are not over \$450. Four hundred and fifty, extremes from \$350 to \$600, after deducting periods of sickness, absence of work from industrial disturbances, or climatic conditions, etc., etc.

Now, what about the average for the 2 million family groups of superior workers? We mean what they really obtain from their labor, on an ethical social basis, and not what they may obtain now and then, as small fry monopolists, or because of salaries more or less tinged with the monopolistic element of our present industrial conditions. Suppose that we call that average \$800, extremes from over \$600 up to \$1,500. We already allow a great deal, nearly double the average earnings of the mass of workers without whom most of the superior workers would have to do the inferior work, with the inferior wages, because of our inferior civilization.

On the above averages, our 12 millions family groups received, as



labor earnings, \$6,100,000,000, out of the 11½ billions total net product in 1890. That leaves \$5,150,000,000 for the monopoly fund, but that is not all. Most of the 12 millions working families pay land rents and house rents to private individuals, the house rents being but a corollary of land rents. Add to all that the immense inflation on prices, due to gambling or scheming combinations in certain articles of general consumption. All that may approach the sum of 3 billions of dollars, but call it two billions, that the bulk of our working families have to drop into the monopoly fund out of what they receive as labor earnings, on the above estimates. We don't really see how the monopoly fund can be less than 7 billions out of the 11½ billions total net product, and that as the lowest figures of our statisticians.

And we shall not have much trouble in distributing that monopoly fund of 7 billions. Take, for instance, 50,000 families with an average income of but \$40,000, extremes from \$20,000 into \$2,000,000 and over. Take again, say, 200,000 families, with an average income of but \$15,000, extremes from \$6,000 to less than \$20,000. There you already have 5 billions in monopoly fund, on but 2 % of our population, what we may call our wholesale monopolists. Below that 2% we certainly have about 8% in retail and small fry monopolists, some of them being part workers and part monopolists. Well, an average of but \$2,000 monopoly income on about that 8%, 1,000,000 of families, would give us the balance of the 7 billions total monopoly fund.

We shall welcome any proofs showing which one of our different above estimates fails to correspond to actual facts, as well as to the impressions we are justified in having on the whole subject.

Let us now return to that double conception with which we have commenced this article. We said that labor and monopoly constitute the two constantly clashing forces of civilization so far. They have always represented two armies in the field; monopoly, a small army well organized, labor, a large army with no organization at all, and so forever crushed by the small army. And only a little organization, resting on a few basic sound conceptions of life, would enable labor to dig the grave in which to bury the whole monopoly army.

We all know that the most effectual way with which to victoriously close up a campaign is to take possession of the basis of supplies on which the opposing army depends, to carry on the war. Take that whole monopoly fund of 7 billions, or less if you like, because our argument would not suffer from any mistake on the subject. Where is the basis that supplies that monopoly fund and feeds our army of monopolists? Yes, where is it? In the clouds, in the skies, in those perishable tools we call capital? Of course not. It is in land, as natural wealth, and in land values, as social wealth; in land, the store house of all that labor can produce; in land, forever about the same, while capital passes away when at work, and more rapidly yet when not used, generally speaking. Let that army of

labor, even if poorly organized, fall upon that basis of supplies, that is, let labor take hold of that land and the land values, and our monopoly army would be, in no time, scattered to the four winds, forever losing all power of cohesion, because of no rallying point, no land on which to rest, no imperishable source from which to replace those constantly perishable tools, that capital, the eternal scarecrow of our socialistic friends. Yes, the whole monopoly army shall soon come to a sad end when labor sees fit to control all land and land values.

The process in question would stop that power by which the few have always kept the many under tribute. Without land monopoly, no one could be evicted from the home or business place he occupied. And no one would need to be evicted, because, with free land all would gradually have the power to own the buildings they needed to use. While that was taking place, all house rents would be gradually falling. For a while we would yet have house lords, but they being landlords no longer, they would have to take the house rents fixed by labor, because labor, in possession of the land, would soon control all land products, and so all buildings.

The mere stopping of monopoly land rents would take from the monopoly fund and transfer to the labor fund the bagatelle of 2 billions of dollars per annum, that being the total annual monopoly land values in 1890, according to Fred C. Waite, census agent, on "True Wealth," in letter to the Secretary of the Interior, say, over 1 billion in rents and 1 billion increased capitalized land value for the year, as stated by Mr. Waite.

That item alone would give to labor, in less than ten years, over 20 billions capital, to compete with whatever capital our loafing capitalists had been able to retain. And they would have retained mighty little, unless they had used it in full, by paying good wages to those yet willing to sell their labor, rather than to employ themselves, on free land, with a few hundred dollars, saved or borrowed for a while from any friend.

A little quiet thought on that subject will, no doubt, reveal to any unprejudiced mind that without land monopoly capital could not fail to rapidly lose all power for evil, and be soon left with but power for good, at the mercy of King Labor. King because controlling the imperishable source of all wealth. Is there any thing more axiomatic than those shall control the perishable, all capital, who control the imperishable, all land? To be sure, God gives nothing without some labor, physical or mental, or both, and that applies to truth with its resulting joys. Hence our principal advice to all workers is, don't trust anybody's brains. Try to think with your own!

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## MR. STUART'S "ECONOMIC PROBLEM."

BY WILFRED P. BORLAND.

Notwithstanding that the conditions by which they have been brought about are the result of fraud, brutality, and wholesale robbery of the masses, ethically indefensible and brazenly, impudently at variance with all rules of right and justice, it is quite the fashion with a certain class of good people to refer to the several pernicious economic movements of our time as the result of "inevitable tendencies," "evolutionary progress," etc., *ad infinitum*, after the same line of reasoning. The Bourgeois economists are adepts at this sort of reasoning; they admit that force, fraud, cunning expedients, and wholesale expropriation of the masses is at the base of our present economic development (which, being a matter of history, they cannot deny), but they enter the plea that our present inequalities would in any event have been brought about by the force of "economic necessity," and that force and fraud only hastened the process, causing the ultimate distribution of wealth to rest in the possession of somewhat different persons than would otherwise have been the case but not affecting the general result. M. Naquet, one of the most scholarly opponents of the Marxian theories, in attacking Marx's theory of the "primitive accumulation," lays great stress on this point; he advances the hypothesis that, supposing society should restore to the masses all the rights of which they have been robbed, the result of proved economic tendencies go to show that it would not be long until the distribution of wealth would be fully as vicious as it is at present, the only difference being that the personnel of such distribution might be altered. And this is advanced as an argument in favor of the existing order. And now comes my good friend Stuart, with: "Much as we must deplore the horrors resulting from the forcible expropriation of the peasants from the soil, during the last four centuries, it must be admitted, as Toynbee has pointed out, that force and fraud only hastened the process, the result was inevitable, owing to changed economic conditions."

I am not at all surprised when I meet with such puerile arguments as this from the defenders of the present system, but I am surprised that socialists should find it necessary to repeat such arguments in defense of their theories; and I did hope that Mr. Stuart might have something better than this to offer in opposition to the points I raised concerning the "iron law."

To me it seems the very extreme of vicious logic to admit that the expropriation of the masses from their rights in the soil was a necessary condition to the establishment and maintenance of the capitalist system (I here use the term "capitalist system" in the socialist sense), and then to assert that the capitalist system is the result of an "inevitable tendency," and would have appeared whether the masses had been robbed or not. I cannot understand how it is that persons

of common sense should point to historical developments and economic tendencies which have appeared under a régime of private property in land, as being valid arguments against a system which implies the very negation of private property in land. In tracing the historical development of capitalist accumulation, Marx has assumed that the capitalist system was a necessity for the development of those social economies in the productive processes, and the scientific co-operation of forces which we now know. It was the capitalist, in his anxiety for the creation of surplus-value, who introduced those economics, and organized and directed the labor-power he had purchased into the most economical channels of production. The capitalist introduces division of labor and scientific co-operation for his own benefit, and Marx rightly says: "The transformation of the individualized and scattered means of production into socially concentrated ones, of the pigmy property of the many into the huge property of the few; the expropriation of the mass of the people from the soil, from the means of subsistence, and from the means of labor; this fearful and painful expropriation of the mass of the people forms the prelude to the history of capital." But, why the assumption that the particular development we are familiar with was the only possible one? Why assume that the expropriation of the masses, either forcibly or otherwise, was the condition precedent to the establishment of these economics which are to become social property in the future? It must be evident to any thinking person that there is not a particle of historical evidence to support such an assumption. All the arguments which are advanced to support that assumption are deduced from tendencies which have appeared *since the masses were expropriated, since private property in land became a fact.* Where shall we go for evidence to show us what form the social compact might have taken had the rights of the masses been preserved and private property in land never existed? But, for the iron law. I produced historical evidence to show that the iron law was not a consequence of the capitalist system, but of the one single fact of the land robbery which made the capitalist system possible; it is fair to presume, then, that if the cause is removed the effect will disappear. Mr. Stuart answers this by quoting well known tendencies which are all the time taking place under our régime of private property in land, and, Yankee fashion, asks, "and does he really think that under such conditions there is any immediate danger of the 'industrial reserve army' falling under the numbers required for the full development of that system of production?" "Under such conditions." No, I do not. But under single tax conditions, most assuredly—yes, else I would not have went to the trouble of producing an argument which leads irresistibly to that inference. Adopting socialist terms, the complete application of the single tax would first bring about a radical change in the "technical composition of capital." Much of that which is now locked up in the land, forming an element of "constant capital," would be released, and transformed into an element of "variable capital." "Variable capital" would thus prepon-

derate greatly over "constant," thus bringing about results, the first, a relative decrease in the numbers of the "industrial reserve army," and, by consequence, an increase of wages. The area of free land would be vastly extended. The recent mad scramble for the possession of the relatively free land in the Cherokee Strip is sufficient to give us an inkling of what this means. There are thousands and thousands of persons who would take advantage of such a condition to become self-supporting and independent producers, thus bringing about result the second: an absolute decrease in the numbers of the "industrial reserve army" and a further increase in wages. One of the most important elements for the transformation of "variable" into "constant" capital—the land—would be lost to the capitalist class, and they must then depend upon machinery alone for the exploitation of the laborer. All historical evidence goes to show that capital must control both land and machinery in order to successfully exploit labor; it is not rational to assume that such exploitation would continue after capital has been deprived of its control of the land. But the socialist argument is that because the machinery of production is now in the hands of a small class, this class must continue—unless the people assume control of both land and machinery—to control the land, *solely by virtue of its present control of machinery*; yet, the history of capitalism proves conclusively that capital's control of machinery is a circumstance contingent upon its control of the land. If the socialist argument on this question is true, it certainly presents the spectacle of a paradox in logic. Mr. Stuart quotes Bliss to show that there has been two great falls in English wages. "The first, due to the monopolization of land; the second, due to the monopolization of machinery." Although Mr. Bliss calls attention to the fact, he fails to mention the other fact that the monopolization of machinery was only rendered possible by the previous monopolization of the land, and that a very vigorous movement of land monopoly was carried on contemporaneously with the monopolization of machinery and rendered such monopolization effective. In this connection I want to call Mr. Stuart's attention to another circumstance which "Toynbee has pointed out."

"An agrarian revolution plays as large a part in the great industrial change of the end of the eighteenth century as does the revolution in manufacturing industries, to which attention is more usually directed." This is the enclosure movement to which I called attention in my previous article. Perhaps if Mr. Bliss had been willing to estimate it at its true value his conclusion might have been somewhat different. To Mr. Stuart's second question, I can say that my ideal of a correct civilization is fully as exalted as anything which nationalism presents to us. I thought I expressed myself on that point in my previous article with sufficient emphasis to preclude the possibility of the application of the term "contemptible," even in the qualified sense in which Mr. Stuart uses it.

In discussing the degrees of exploitation, I would advise Mr. Stuart, in the interests of accuracy, to drop the terms "rent," "interest"

and "profit." The tautology lurking in these terms—especially the two latter—render them dangerous things to monkey with. Stick to the term "surplus-value," friend Stuart. It is more scientific and accurate.

Now, let me warn Mr. Stuart that my idea of co-operation is not at all "hazy" or indefinite. Did I consider co-operation, under present conditions, of any value as a general solution of the economic problem I should not be a single taxer, but would content myself with propagating the teachings of Cairnes, Pizzamiglio, and other prominent advocates of a superficial theory. I know what co-operation now means. I have not studied the history of the waves of Owenism and Fourierism, which swept over this country in the two decades between 1826 and 1846, movements which were upheld and engineered by such men as Charles A. Dana, Horace Greeley, Albert Brisbane, Robert Dale Owen, W. E. Channing, and a host of others equally noted, in vain. The study of anthropology teaches that man is a natural co-operator. The first advance which primitive man makes from the anarchic horde which marks the beginning of all societies is in the direction of co-operation with his fellows for their mutual benefit. As society advances, this tendency to co-operation advances, but the introduction of counter-forces causes it to take on perverted and unnatural forms. Capitalist co-operation is one of those perverted forms. Nationalism professes to be co-operation without perversion, or natural co-operation. In my mind there is a doubt on that latter point. If Mr. Stuart will remember, I introduced the Rochedale Pioneers as an example of a natural tendency of man, and my investigations lead me to believe that the society of the future will be a co-operative one, based on the promptings of this natural tendency. The thousands and thousands of attempts to establish co-operative societies in the past have been but attempts to realize a natural desire of the human mind. Capitalism has repressed them, murdered them, that it might continue its own perverted form. Remove the *conditio sine qua non* of capitalism and natural co-operation springs into being of its own volition. To imagine that without capitalism we should never have made any advances from the "golden age," or that, to utilize the benefits of common property in land, we should have to forego the benefits of associated industry, is to repudiate all the teachings of science. I am quite aware that socialists and nationalists repudiate "State Socialism," but I do not draw my conclusions as to the results of the application of those doctrines from the highly colored accretions of individual propagandists. I assert that the sober logic of nationalism and Marxian socialism points irresistibly to "State Socialism," and I shall be happy to demonstrate that assertion for Mr. Stuart's benefit, at some future time. In this connection I may say that I place no value on the clever skit of Eugene Richter.

## A REJOINDER.

BY W. H. STUART.

A word in reply and in conclusion.

Mr. Borland still clings to his argument that, as the expropriation of the laborer from the soil formed the necessary and admitted prelude to the capitalist system of production, to remove the cause the evil effects of that system would disappear; that, in fact, the operation of the "Iron law of wages" is not an effect of the capitalist system, but of "the single fact of land robbery, which made that system possible."

The weakness of this argument consists in ignoring the recent changes that have been effected in agriculture by the use of labor-saving machinery.

Agriculture is the latest industry that has been attacked by the capitalist. Long after the capitalist system had conquered nearly all other forms of industry, agriculture remained in a comparatively primitive condition. The introduction of the power loom increased the productive power of labor a thousand fold, and reduced the hand loom weaver to a condition of wage slavery to the owner of the huge factory. No such remarkable change occurred contemporaneously in agriculture. The introduction of machinery was slow; improvements mostly consisted in increasing the efficiency of the tools already in use, or in the use of small machines, displacing labor to a limited extent. Every increase, however, in the use of labor saving machinery, made it more and more difficult for the man of limited means to make an independent living by agriculture. The smaller farmers were continually forced into the condition of hired laborers either on farms or in the factories.

The census reports for the last thirty years show that farms have been continually increasing in size. This change was observed long before the U. S. government free lands had become exhausted. The cause must be found in the increasing use of machinery, making small farming less profitable.

Recent economic changes have, however, completely revolutionized agriculture. And here let me suggest to Mr. Borland that it is mere waste of time to indulge in vague speculations as to what form production might have taken had not the expropriation of the English peasantry been so largely effected by force and fraud. He has only to observe the economic changes taking place under his eyes that are causing the expropriation of the American farmer, to understand thoroughly that expropriation of the English peasantry was inevitable; that force and fraud merely hastened the process.

The expropriation of the American farmer is being effected, not by force, but as the result of economic causes that are as inevitable and persistent as the laws of nature. Nothing in the history of agriculture in England approaches in economic importance the depop-

ulation of the agricultural areas of the New England states; accomplished, not by centuries of force and fraud, but in less than a decade by the competition of "bonanza" farms of the northwest. Within sight and sound of the New England factories can be obtained hundreds of improved farms for the mere value of the improvements, *i. e.*, the land can be obtained free, by paying the value of the improvements. What more does the single tax offer?

I have before referred to the cotton picker, which, when fully introduced, will, it is estimated, displace the labor of 80,000 cotton pickers in the southern states. Here is another item showing the rapid advances made by the capitalist farmer in the same region. An official circular, issued by the S. P. R. R. Co., referring to the use of machinery in the production of rice, says:

It has made it possible for a few men from the northeast to capture the rice industry. It has enabled one man with a machine and four mules to do the work of 80 to 40 men in harvest, which lasts three months of the year. The 3,000 twine binding (rice) harvesters in use represent for three months an unseen population of 100,000 men, who never strike, ask for no holidays, never hunger, thirst, or get tired. *It gives to one man the productive capacity of thirty.—Twentieth Century, Oct. 12.*

Thus is the rice industry lost forever to the small farmer.

Within the last thirty days an English ship, at a neighboring harbor, has taken on 2,000 tons of wheat, equal to ten train loads, for Liverpool. This wheat was taken from a ranch of 5,000 acres, which was plowed by steam traction plows, and the ripened grain cut, threshed and sacked by a machine that cost \$7,000. This wheat was never under cover, was loaded from the ground on wagons, and taken directly on board ship. This is capitalist agriculture. No profits wasted on useless middlemen, no intermediary between the capitalist and the labor he exploits. At 75 cents per bushel the capitalist farmer will make enough profit to pay for his land in five years. In the same time, and at the same price, the small farmer will lose the value of his farm and be reduced to poverty.

In the wheat raising counties of the state of California the rural population is steadily diminishing; the size of the farms and the aggregate product as steadily increasing. The very same changes, according to the census reports, are taking place in New York state. In what way would the adoption of the single tax prevent this "transformation of the individualized and scattered means of production into socially concentrated ones, of the pigmy property of the many into the huge property of the few," or make it more easy for the man without capital to make a living?

When the capitalist system dominates agriculture as completely as it does other forms of industry it will be a matter of indifference to the capitalist under what system land will be held. To change from private ownership to the single tax would enable him to withdraw the fixed capital invested in his land and invest it in more machinery; increase the area of his holding, and thereby increase his surplus value. With free land he would be still better off, because the continually increasing extra surplus labor, not needed as an



"industrial reserve," might procure a bare existence from the soil, instead of being a burden on him for subsistence, and a dangerous menace to the stability of the capitalist system.

In view of present economic conditions, it is no wonder the single tax mind is archaic and retrospective; much given to quoting ancient authorities, whose opinions or theories, in the face of present economic conditions, are absolutely worthless. The present certainly offers no encouragement to the single taxer; with still less confidence can he look to the future.

I have before pointed out the impossibility of small coöperative farms succeeding under a capitalist régime. It might be urged, however, that if all farmers formed themselves into small coöperative associations there would be no labor for the capitalist to exploit. This, of course, assumes that all surplus labor could find remunerative employment in agriculture, a very rash assumption, indeed. There is a limit to the demand for agricultural products, which can not be greatly exceeded without reducing prices below a remunerative basis. But, admitting for the sake of the argument, that there was really no limit to the number who might profitably engage in coöperative farming, what would be the result? This: that competition would continually tend to the elimination of the smaller and weaker associations. The 10,000 acre coöperative farm could not compete with the one of 100,000 acres. So that in self-defense the farmers would be forced to form a "Trust" that would control all agriculture, which would be socialism, *i. e.*, national coöperation in production. Extend the system of coöperation until it includes all industry and we would have the coöperative commonwealth.

To this end are all things tending. Every "trust" that is formed and every "bonanza" farm is merely adding another nail to the coffin of capitalism, and brings us nearer to national coöperation. It is coming whether we wish it or not. It is inevitable. There is no other alternative. Capitalism and the competitive system is a mere passing phase in the economic history of the world. It has served its time and will soon give way to a nobler, grander system, one founded on Justice, Equality and Fraternity. In reaching this ideal of fraternal coöperation, we will, no doubt, pass through stages of state socialism; government ownership of railroads, telegraphs, telephones, coal mines, etc. The transition will probably be gradual; government ownership extending over one industry after another until, finally, all industry will be nationalized. State socialism will be a passing phase in the evolution from the competitive to the coöperative system. But while state socialism is not our ideal, it presents no terrors to a democratic system like ours, for "we are the state."

A word in conclusion with Mr. Middleton. In a former article I pointed out that the taxing of railroad franchises, which he advocated, formed no part of the single tax theory. That theory proposes that all public revenues shall be derived from a tax on land values, and the abolition of all other forms of taxation. That land is to be taxed "irrespective of improvements," which is intended to prevent the

holding of land out of use, or, as single taxers express it, force the owners to "improve it or abandon it to those who will," under the idiotic delusion that all valuable land would be utilized under a single tax régime.

It is this singular delusion that made the *Standard* assert that under a single tax régime every vacant lot on Manhattan Island would soon be occupied by a factory, and that made the editors of the *Detroit Evening News* and *Baltimore Critic* declare that the adoption of the single tax would cause a demand for every foot of land in their respective cities! I pointed out to Mr. Middleton that according to the single tax theory the bed of a railroad would have no more taxable value than a parallel strip of vacant land. I have to again assure him that in showing the absurdity of this proposition, he is criticising the single tax theory, not me.

He is still worried about the "old economists," and the definition of "capital." He quotes Adam Smith's four principal forms of capital. 1st, Useful machines which facilitate and abridge labor. 2d, Profitable buildings which produce a revenue, etc. 3d, Improvements of land. 4th, The acquired and useful abilities of all the inhabitants or members of society, etc. That machinery and profitable buildings should produce a "profit" i. e., "an income without personal exertion," is too ridiculous for Mr. M. to discuss. But he asks confidently, "How can 'acquired and useful abilities' be classed as 'that part of wealth used for the production of an income without personal exertion,' or as 'accumulated unpaid labor'?" The answer is simple: Under our competitive system the cost of the production of wealth is merely the cost of subsistence of labor; all over that goes as surplus value to the capitalist. Consequently, all the "acquired and useful abilities of society" is exploited by the capitalists and landowners. He will admit, I presume, that labor is more skillful, that technical knowledge has increased, and that labor is more effective now than during the 15th century, and yet, according to Prof. Rogers, the English workman is not so well off as his ancestor of the "golden age." Who, then, has profited by the "acquired and useful abilities of society," unless the capitalist, in the shape of an "income derived without personal exertion?"

To my assertion that: "there is not a line in 'Progress and Poverty' that would indicate the faintest conception on his (George's) part, of the difference between monopoly and natural rent. He ignorantly assumed that present rent was economic rent. His failure to see the difference reduces his theory to an absurdity, and 'Progress and Poverty' to a mere *pot pourri* of poetry and platitudes."

To this he replies by quoting passages from "Progress and Poverty," regarding the holding of land for speculative purposes; the effect of panics on land values, etc., matters that have no relevancy to the question at issue, and which is only intended to impress the careless reader with the idea that I am fully answered. I assert, that probably 90 per cent. of present rent is solely due to land monopolization, which the adoption of the single tax would eliminate, leaving about

10 per cent. as natural or economic rent that would be available under a single tax régime. George ignorantly overlooked this important effect that would inevitably follow the adoption of his theory. In answer to a correspondent asking what constituted economic rent, George replied in the *Standard* of May 20th 1891, giving an illustration, explicitly showing that present rent is what would be confiscated by the single tax. And now, Mr. Middleton, admitting that my contention, that 90 per cent. of present rent may represent robbery, pure and simple, of labor, coolly proposes to continue the robbery under a single tax régime by government monopoly of the land, a proposition that I fitly characterized as: "the most contemptible proposition ever offered by anyone assuming the role of a reformer."

Mr. Middleton winces under my reference to the single tax as "the contemptible scheme of robbery and confiscation proposed by Henry George." He asserts that in taxing only the land, leaving improvements exempt, that the owners would be fully compensated. This statement discredits either his intelligence or his sincerity. I assert on the contrary, that in the case, say of a mechanic who invested the savings of several years, say \$1,000, in a lot for a home site, that the adoption of the single tax would rob him of the value of his lot as fully as if a burglar had taken the \$1,000. For it is admitted by all single-taxers that upon the adoption of that theory the selling value of land would entirely disappear.

He compares this scheme of robbery to the Nationalist proposition to pay the owners of railroads, telegraphs, industrial plants, etc., the full value of their property based on the cost of reproduction. For while the owners of industrial plants are not guaranteed against competition, either private or public, the owners of land, on the contrary, have been guaranteed in their rights of possession by statute law.

Let me suggest to Mr. Middleton that if our present laws requiring all land, vacant or improved, to be assessed at actual value was put in force, that one-fourth of present land, both urban and agricultural, would within two years be thrown on the market at probably one-fourth its present value. Here is a reform that is practicable, and that would satisfy the moderate ambition of single-taxers of the "limited" variety, whose color blindness in economics enables them to see only one form of robbery. I am greatly amused and entertained at Mr. Middleton's vivid exposition of the prospective horrors of socialism. Among the many authors he quotes I miss the masterly (?) attack of Herr Eugene Richter on socialism. Get it Bro. Middleton by all means, you can't afford to do without it in discussing socialism. The graphic description of the long line of socialists eating out of the public trough, the women and children at a separate trough, all dressed alike; all getting up and lying down at exactly the same hour, is, I assure you, "worth the whole price of admission." Assuming that Mr. Middleton expects his criticism to be taken seriously, I reserve its consideration, by permission of the editor, for a future number of the MAGAZINE.

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## GRISELDA.

BY ELIZABETH MORGAN.

It was Christmas Eve, and though it was in Virginia, the weather was raw and cold, with heavy grey clouds that threatened snow. Theresa did not want it to snow. She lived with her father on a forlorn old plantation called Canebrakes, far out in the country. Their nearest neighbor lived a mile away, but as they were not on friendly terms with him, they considered the distance cause for congratulation rather than otherwise.

It was very desolate, but Theresa had lived there nearly all her life. Dr. Tracy had been among those who thought, when the war was over, that southern land would be a good investment for his money. His wife was dead and Theresa only a baby when he first went south. He left her in New York in his sister's care until she was fifteen, when he purchased Canebrakes, and sent for his daughter to join him, much to the indignation of her aunt and cousins.

All this was a long time ago, but still the fortune that had been sunk in the worn out land failed to re-appear; efforts at farming had resulted in greater loss, and now if one could get something to eat and to wear, and a fire for the cold weather, surely one ought to be thankful.

Theresa, standing alone by her parlor window this Christmas Eve, thought one could be very thankful, indeed, if they were sure of all that. Her stock of wood was so small, and if the snow came and covered everything how could she find any more? and the weather was so bitterly cold. She did not dare to think how little there was in the house to eat, and there was no money. Her father practiced his profession since his farming had failed, but his patients were poor and seldom paid their bills; when they did the money was spent long before it was earned.

"It does not seem much like Christmas Eve, Griselda," said Theresa, as she looked across the dreary landscape. "If only we were not so far away from everybody. If we could see the town in the distance, or catch a glimpse of the sea, it would be pleasanter; but one can't have everything."

Theresa went over to the sofa where her friend was sitting and put her arms round her. Griselda had been with her all these years. Without her she was sure she would have died of loneliness.

"If I didn't have you, I *should* be miserable!" she said. "Let me put a corner of my shawl round you, there are so many draughts, and we'll have a long talk here in the twilight. Did I tell you papa will not be back again to-night? He's gone away over to the other side of the town to take care of somebody who is ill, so we won't light the fire, if you don't mind, and we'll have all the more wood to-morrow, for it's going to snow."

There was silence for awhile in the great, bare parlor, and then Theresa began again suddenly.

"I remember one Christmas Eve when I was at my aunt's. It was the last one Jack was there. He wasn't exactly a cousin, you know, but we always called him so. I thought him the most wonderful boy! He was so big and so clever, and I was only a little thing. I wonder what he is like now—Griselda, if you were any one else, you would shiver and complain because it is so cold, and cry, perhaps, because you were hungry—I'm not crying! But I think we'll have to get up and walk round—I never knew this room so chilly!"

The cold, grey light from the snowy clouds fell through the great uncurtained windows and showed a little shadowy figure flitting up and down. She stopped suddenly, her heart beating thick and fast. What was that sound that was echoing through the great empty house?

"O, Griselda! Someone is knocking at the front door! Who would come out here such a night as this? Something must have happened to papa!"

She flew to the door and threw it open. A stranger was waiting outside.

"Is Dr. Tracy in?" he asked, and with a little breath of relief, she answered no.

"Then will you please tell Miss Tracy that Jack Lowden would like to see her?"

"Jack Lowden!" In an instant the door swung wide open and he saw the little grey figure in the darkness, holding out her hands to him.

"O, I am glad to see you, Jack!" she cried. "How good of you to come!" Two icy hands closed tightly on his and he was drawn within the gloomy portals, and the door swung together behind him.

"Just wait a minute while I fasten the door," said Theresa, "then I'll show you the way into the parlor. How are my aunt and cousins? What made you think of coming to see us after all these years? I thought you were all so angry at papa you'd never notice us any more."

"How many years is it?" asked Jack, and she thought his voice sounded remorseful.

"Since you saw me last? You can count for yourself," she said, taking his hand again to lead him into the parlor. "I was eight then, I am twenty now. Do you think you'll know me?"

Jack did not answer, he was too horrorstruck at the cold, dark room into which he was being conducted.

"It's rather dark," Theresa said, apologetically, "but I'll light the fire in an instant." She was scratching a match as she spoke and the flame leaped up, revealing a poor little pile of sticks and an eager little girl on her knees, arranging them to the best advantage.

"Now, please come and let me see if I know you," she cried starting up. "No, I don't, a bit! You've just grown up and changed altogether."

"I'm afraid you must have a bad memory. I should have known you, Miss Tracy."

"Should you?" she cried. "And yet you have not thought of me for twelve years."

"You are mistaken there," said Jack, "I've thought of you many times."

Down tumbled the last little stick and only a bed of coals remained.

"Can I bring in some more wood?" he asked, but Theresa turned away her face.

"There isn't any more!" she said, under her breath, but Jack received this startling intelligence as if to be without wood in mid-winter was a matter of course.

"I've some boxes out here," he said, "that I brought down with me, you know—Christmas things, from your aunt and cousins. They're all in the porch; I'll bring them in and split up their covers. They'll burn nicely."

It seemed impossible that Theresa's eyes would ever regain their natural size again, such delightful surprises appeared in those boxes, displayed by the light of the fire Jack soon had blazing on the hearth. The fire improved the appearance of the great, bare room, wonderfully.

"It's like a fairy story!" said Theresa, kneeling on the rug before it. And then as the room grew light Jack saw sitting on the sofa in the corner behind her, in a delicate, faded satin gown, with a white lace fichu crossed on her breast and a dainty cap on her flaxen hair, a large French doll! Theresa followed his eyes and colored up to the roots of her hair.

"It's Griselda," she said, with a wistful glance up at him. "Aunt Susan gave her to me so long ago. Of course you'll think me very childish, as papa does. I never bring her down when he is here, but she isn't like a doll to me, you know. She's all the company I've had for so long!"

Jack bowed to the little Marquise low and gravely, as if he had been formally presented. "I don't wonder you like to have her with you," he said; "she's awfully pretty."

And so was the glance he received in return for his sympathy, and then starting up, Theresa became suddenly mindful of her duties as hostess. Had he had any supper? He must be perfectly starved! And he must share the contents of the wonderful boxes, "For we have nothing in the house half so nice to offer you," she said, and she flew around setting her little table daintily, and boiling her tea-kettle over the fire. But considering the appetite to which Jack pleaded guilty, it was surprising how little he ate. Theresa enjoyed her supper to the utmost, and chattered away gaily, asking all manner of questions about her aunt and cousins, questions that he seemed inclined to pass over much more carelessly than she could have wished, and always he brought the conversation back again to herself, and her life in Virginia.

"It is very lonely here, of course," she said. "I would rather be in New York with you all, but it wouldn't be such a dreadful place

if only we had any friends. Papa knows people, of course, through his practice, but they never come out here, it is too far away, and we have no neighbors—except one whom we would be thankful to dispense with.”

“Why?” asked Jack, with some curiosity.

“O, he makes papa trouble,” she answered. “He wanted Canebrakes and he’s always trying to get it. Papa thinks he would not hesitate to do him a personal injury, if he had a chance. I am often frightened at night when he is late about coming home, for fear something might have happened.”

“Have you reason to suppose your neighbor to be a Ku-klux?” asked Jack. “You should not frighten yourself like that for nothing.”

“It isn’t for nothing!” said Theresa, indignantly, and she had little difficulty in convincing Jack that whatever worried her was of consequence.

After their supper was over she pushed their little table back into a corner and they sat in the firelight and talked till the hours grew late, while for the first time Theresa appreciated the advantage of having a companion capable of sustaining a share in the conversation. It was twelve o’clock when Jack rose to go.

“I ought to be ashamed of myself for keeping you up so late,” he said. But Theresa cried out in dismay, surely he would wait to see her father. She thought he had come to spend Christmas with them. A wave of such loneliness as she had never dreamed of seemed waiting to overwhelm her.

“I’m sorry enough to go,” said Jack, “but I can’t help it this time. I’ll come again, if you’ll invite me. Good-bye, and a merry Christmas, St. Theresa,” and with a clasp of her hand he was gone, and Theresa locked the door once more on the cold, dark night outside, and went back to the parlor where Jack’s fire was blazing brightly. She threw herself down on the rug before it and hid her face in Griselda’s pink satin lap and cried and cried.

The snow clicked against the windows and the firelight danced and flickered. The wind was rising and strange sounds echoed through the old house. Theresa did not notice; she was used to the rats and the wind. Griselda’s waxen hands were resting on her curly hair, but—Griselda was only a doll, after all.

The first thing Theresa saw the next morning when she looked from her window, was a man coming into their yard with a big load of wood all chopped and ready for burning. Dr. Tracy had given him a large order and paid for it in advance, he said, he would get it to them as fast as he could. All this was surprising enough but when her father came home, he was even more astonished. He had ordered no wood, he said.

“It was Jack!” cried Theresa instantly with quick recognition of the kindness which meant that there should be no more cold dark evenings for her and Griselda. If they sat alone, at least they should have warmth and light.

"You must write at once to your aunt," Dr. Tracy said, "It may be they regret the course they've been taking, but be careful you do not make your letter more grateful than the occasion requires—they have not hurt themselves, all these years!"

Theresa wrote a letter of which her father would have been very certain to have disapproved had he read it, but the result was a most affectionate reply from her aunt, full of self-reproach and remorse, for she knew nothing about Jack and his boxes. He was supposed to be traveling somewhere in the west, and must have taken a sudden fancy for a turn through the south and a visit to Theresa, and had given the credit to her aunt to save himself the embarrassment of thanks, but she was indebted to him, for the sweet letter she had so little deserved. Another great box came with this missive, containing undreamed of luxuries, for to do her aunt and cousins justice, they had never guessed such things could be needed, till her pathetic gratitude had revealed to them the truth. In fact Jack had set a ball rolling that soon altered the whole course of Theresa's life, for her aunt, having her conscience thoroughly awakened at last, came suddenly down to pay a visit, and deep was her horror at the poverty, and loneliness she discovered, and she gave Dr. Tracy no rest, till he promised to make some other arrangements for the future. He did this the more readily, that his neighbor had succeeded in spite of all his opposition, in running an electric road through the best part of his land, and wrathful though he might be at being thus defeated, the value of his property had risen to a height that compensated in a measure for the pain of parting with it, inasmuch as it effectually proved the wisdom of his investments.

And so, to Theresa's delight the forlorn plantation was sold and they moved into a sunny little house in town, out of the vicinity of their obnoxious neighbor, and where there were so many lights at night, it could never be lonely however late she and Griselda might watch. In the summer Theresa spent two months with her aunt at the north, and the pleasure of her visit was only marred by two things. Jack Lowden was still away on his travels and when one of her cousins who seemed to take a particular interest in him—showed her his photograph, it failed so lamentably in point of resemblance, that Theresa was forced to exclaim, "That isn't a picture of Jack!" in tones of deepest disappointment.

"It's a very good picture of him!" said her cousin in a tone clearly implying her competency to settle that question.

"But this looks as if he was so much fairer," insisted Theresa, studying the picture intently. "Jack's brows were straight and black, and his eyes were very bright and dark. He had a moustache but it was short and brushed up and back and his mouth and chin were not a bit like this. Oh, he's not in any way like this picture!"

"Then it was not Jack Lowden," said her cousin firmly, and Theresa said no more.

Having only seen him by the uncertain light of the fire, it was possible she might be mistaken, for of course it was Jack—it could not be any one else.



When Theresa reached home, another blow awaited her, Griselda had disappeared! Dr. Tracy knew nothing about her, she was probably stolen. It was in no way an occasion for exaggerated grief, he said, and most certainly he would not allow Theresa to advertise. She would simply be making herself ridiculous. It was quite time she gave up playing with dolls, and turned her attention to something more useful, and appropriate to her age. Theresa hid her grief as best she could, but she dreamed at night of her poor little friend, in the remorseless hands of some cruel child, her satin dress soiled and her laces torn. It might be silly to care but she could not help it all the same.

So when Christmas Eve came round again, it found Theresa sitting alone in the twilight, with no need for Jack to come to bring her a dinner, or light her a fire. Indeed she was dressed for a party, all in white with a rose in her hair, only waiting for her father and the carriage.

"It is like a different world," she was thinking. "How lonely that old house must be to-night, with the wind sweeping across the bare fields, and moaning in the chimney! But it's no colder or darker than it was a year ago, when I was there with Griselda and—I'd be willing to be back there again to-night—If I knew Jack was coming!"

They said Theresa was the prettiest girl at the party, and her father was much gratified at the attention she received, particularly when he saw his natural enemy, their old neighbor, had apparently fallen a victim to her charms.

"It would please me very well to have her make a fool of him," he said.

Theresa smiled on, and danced, but her thoughts were away on the lonely plantation out in the country, and above the loudest bursts of the music, she heard the sound of the wind.

"May I have the honor of a dance, Miss Tracy?" said a voice beside her. She turned, and there was Jack! Not the commonplace young man of her cousin's photograph, but Jack as she remembered him as handsome and gallant under the blaze of the Christmas lights, as when seen by the flickering gleam of the burning box covers at Canebrakes, and Theresa stretched out her hands to him as impulsively, as if she had been welcoming him once more, at those gloomy portals.

"Oh, Jack, when did you come?" she cried breathlessly. "Did you go out to Canebrakes to look for us?"

"No," he said, "I couldn't visit you again till you asked me, you know. Can I have the dance? There's been such a crowd round you all the evening I thought I'd never get a chance to speak to you."

"It's promised to some one else, but you can have it," said Theresa, and then he put his arm round her and they floated away together, and it was all like a wonderful dream.

"I've been thinking about Canebrakes all the evening," she said. "If it had not been for you we should be there now, Griselda and I,

sitting alone in the dark and cold. What do you mean by saying you needed an invitation to come and see me again! I *did* invite you!"

"You invited Jack Lowden," he said gravely. "That did not mean me, Miss Tracy." Theresa was looking up at him with frightened eyes.

"I—don't—understand!" she said. The room and the lights and the dancing crowd grew suddenly indistinct, the waltz music went on but Theresa and Jack had stepped aside and as in a dream she heard his voice.

"Listen and forgive me," he was saying. "I knew all those years that you had a hard time but I couldn't help you or even make your acquaintance, your father would not allow it. I saw you many times when you did not notice me. I call you St. Theresa to myself because you looked so sweet and patient, and because of your aureole," with a tender glance at her yellow locks. "Do you remember how cold it was the day before Christmas last year?" turning his face away and dropping his voice as if he thought she might not like to be reminded of it. "I saw you out with such a thin little shawl on picking up sticks! I couldn't stand that! But you would never accept help from me and I thought of your relations in New York—what they might do—what I would do in Jack Lowden's place. We were in college together and it struck me I could borrow his name for once. Your father would have known me, but I took an evening when I knew he would be away. Can you forgive me, St. Theresa? I should never have dared to come and ask you if I had not found a friend of yours to come with me."

"A friend of mine?" said Theresa wonderingly.

"Yes," said Jack, "She's just here, waiting."

An alcove window was behind them, a curtain drawn before it. Jack lifted it as he spoke and there, sitting in a corner of the sofa that occupied the niche, was Griselda, a little more faded as to her gown, decidedly yellower as to her face, but still Griselda, and with a little shriek of delight, Theresa slipped past him and seized her doll in her arms and kissed her. Then holding her fast, she turned to Jack blushing redder than the rose in her hair, half shame-faced, and half defiant, a look that changed suddenly to one of gratitude, as she met his eyes.

"Where did you find her?" she cried. "Why are you so good to me since you are not Jack?"

Jack laughed. "I found her in the possession of a small colored child who failed to establish her claims when cross-examined," he said. "But, as for your other question, though I am not Jack Lowden, I have as good a right as he to be of use to you when I can, because I am your neighbor."

"Our neighbor!" she said. "You don't mean—"

"Yes," he answered, "the Ku-klux."

Theresa's defrauded partners were searching for her up and down, but when she emerged from her alcove window it was only for an-

other dance with Jack. And Dr. Tracy looked on not wholly with disapproval, for after all, an eligible son-in-law was only one more proof of the wisdom of his southern investment.

Theresa had left Griselda hidden behind a flower pot, and she sat there tranquilly smiling, all the more perhaps because the sound of the wind reminded her also of Canebrakes. For doubtless she felt she had been instrumental in bringing affairs to their happy conclusion, and had no thought that she was being neglected, though she sat alone, while Theresa danced with her neighbor on Christmas Eve.

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## VOLUNTARY CO-OPERATION.

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BY JAMES MIDDLETON.

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Socialists, anarchists and single-taxers, all are looking forward to and working for an ideal state of society, where the welfare of each shall be the concern of all, and where the welfare of all collectively shall be the concern of each one able to work intelligently.

That state will be reached only when the golden rule shall be the guiding principle of all intelligent workers. When that shall be, then nations also will be controlled by the same principle, and not till then. The individuals compose the nation, and the nation cannot be long above the average moral standard of the individuals that compose it.

The socialists and anarchists both make the mistake that the evils of society are due principally to unjust laws.

The one would remedy by sweeping away all law; and the other would remedy by extending the law to all departments of human production.

The one forgets that, in savagery, where law is minimized, is the lowest condition of society. The other forgets that, where law extends its domain, human selfishness may wield it with terrible injustice—has so wielded it and does so wield it to-day oftentimes. The more perfect the machinery of law and the wider its reach, the greater its power for injury in the hands of the selfish and unscrupulous.

The single-tax plan, and I use the word single-tax in a broader sense than the mere word conveys for want of a better, recognizes human weakness and selfishness more fully than the other two, and would use the machinery of government to give to each, as far as law can do, fair play, by maintaining justice, by equalizing and increasing opportunities, leaving workers more free to co-operate as they see fit.

Under present conditions, when people of moderate means, or people with only their labor, seek to form co-operative enterprises, they find themselves at a great disadvantage with corporations and other industries already organized.

The first difficulty encountered is in getting the ground on which to establish the business. A tribute must be paid to an individual for the use of land. The more desirable the location and land, whether it be for farming, mining, manufacturing or business, the larger the tribute. This tribute is not for the labor of the owner, but either for the natural fitness, the direct gift of nature, or for the fitness due to the growth and improvement of society.

The larger the tribute to be paid the more difficult for our co-operators to start. Hence, land monopoly and land speculation tend to concentrate all industries in the hands of the few and form part of the great basis upon which the present monopolistic system rests.

If the co-operators are fortunate enough to secure a location, another difficulty presents itself in the tax gatherer. The larger and more burdensome the tax, the more difficult to advance it, and the more difficult it is to recover it from the consumer. Land monopoly and unjust taxation together form the basis of our present monopolistic system. Or, to change the figure, they are the upper and nether millstones grinding out poverty, ignorance and crime.

Another legal feature of corporations seldom noticed in reform writings is the voting power of capital. In all our business corporations, so far as I know, the vote is cast by shares instead of by individuals. For illustration, a corporation is chartered by the state with a capital of \$100,000, in shares of one dollar each. The members of the corporation vote in proportion to the number of shares. One man owning fifty thousand and one shares controls the whole business, though a thousand individuals own the balance of the stock. Through this power the large stockholders have the small ones at their mercy. Its evil effects are most conspicuous in wrecking railroads. A few large stockholders will so manage affairs as to throw the road into the hands of a receiver, dividends stop, assessments may loom up, stock depreciates, the small investors are frozen out, they sell at a loss—to the large stockholders. Then the road emerges once more from the hands of the receiver, improved in condition, not only as to road-bed and equipments, but also as to value. The lambs are fleeced and the Jasons are enriched.

Unfortunately, this is not the only result. Through this voting power of capital the few rule industry, and through that control reach the halls of legislature and make a mockery of our so-called free institutions.

To give voluntary co-operation anything like a fair show, these conditions—monopoly of lands by the few, unjust taxation and the voting power of capital in a state-made corporation—must be abolished. By removing all taxes from persons, and from products of labor as products, or as much as may be necessary, and concen-

trating them upon the annual rental values of lands and franchises, independent of their improvements, treating unused lands or partly used on the same basis as others, the holding of lands and franchises for speculative or monopolistic purposes will be broken up, as well as unjust taxation be remedied. And, in addition, let the voting power of capital be abolished, thus giving one vote and one vote only to each member of a corporation.

In this respect industry will thus be placed upon the same basis as most of our religious and fraternal organizations, where the principle works most admirably.

These three reforms seem to me fundamental to usher in the ideal state of voluntary co-operation. These won, the great moral forces which are working for the evolution of the race would much more rapidly hasten on the ideal state, where the welfare of each should be the concern of all, and the welfare of all collectively should be the concern of each.

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## SHORT STUDIES IN POLITICAL ECONOMY.

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BY WILFRED P. BORLAND.

No. 11.

It would be both a profitless and unnecessary task to enter into a long disquisition concerning the nature and cause of value in this place, as we should only be going over a well beaten path which every economist since the days of Adam Smith, has traveled without arriving at indisputable conclusions. And, really, it could not be otherwise, since the concept of value is purely within the domain of metaphysics, and is subject to as various constructions as the vagaries of the human intellect are various. This much we know: The ground, the sufficient cause, for the existence of value in the economic sense—exchange value—is not referable to any single circumstance, but presents itself to our view as a series of complex phenomena; and it is chiefly by external modifications of these phenomena, whereby their natural relations are disturbed, and the magnitude of value thereby unnaturally affected, that certain members of society are enabled to draw into their own possession vast stores of wealth at the expense of others. This, too, we know: Value is the expression of a social relation. Standing by himself, the human individual knows nothing of value; the only concept which his mind is able to form concerning external objects is one of *utility*. It is impossible for him to form any conception of value until he enters into social relations with some other individual, or body

of individuals. Value is also the expression of a particular form of social relation. The concept of value is distinctly absent from those primitive communal societies which have furnished a type for the experiments of different social reformers at various times, here and there. No matter what form the labor of such societies might take, it produced only utilities, not values; the conception of value first appeared when these societies entered into social relations with individuals, or groups of individuals, outside of their own social circle, and it had no reference to the relations existing between themselves. We may say, then, that value as it exists in our present individualistic society, is an intellectual conception by which is given expression to certain social relations existing between its different members; and it is the distribution of its magnitude which expresses the extent to which each individual is entitled to share in the collectively produced utilities. Value cannot exist apart from utility. The desire of a large number of human beings to possess an utility is the first element which enters into a determination of the magnitude of its value; the next element is its scarcity, the difficulty of procuring it, the number of sacrifices the individual will make rather than go without it. This is economically expressed as supply and demand; it wholly determines the magnitude of the value of all natural objects, all of those utilities which are the gratuitous offerings of nature—economically termed land. There is another element which enters into the determination of the value of those utilities which are furnished by the hand of man; and that is the labor time expended in producing them. These labor created objects are also affected by supply and demand; going up or down in value in proportion to their scarcity and the extent of the sacrifices men will make to secure them, but, unlike natural objects, the labor time expended upon them always constitutes an element of, and becomes proportional, to the magnitude of their value. Hence, it is through alterations in the amount of labor time necessary to produce an object, and alterations in the adjustments of supply to demand, and vice versa, that all variations in the magnitude of value are effected. Here, for instance, is a coat; it is the only one in existence and its possession is desired by a vast number of people. It will bear an immense value for a time, but eventually it must fall to a value proportionate to the amount of labor time necessary to produce a coat. On the other hand, here is a natural object; say a water power, a coal mine, a plot of land. The value of such things will be determined solely by the demand for them, the amount of sacrifice persons will consent to make in order to possess them, as no amount of labor is adequate to the production of any of these things. As society advances and population increases, the movement of value takes two opposite directions; the amount of labor time necessary for the creation of labor produced utilities becomes less and less, and their value constantly diminishes, while the demand for the naturally produced utilities becomes greater and greater, and, not being capable of extension, their value constantly increases.

It is these opposite movements in the magnitude of value that give us the clew to all the social evils which afflict civilized society. The possession of natural utilities is an absolutely necessary condition of human existence, and, as the magnitude of their value constantly increases, it can easily be seen that a community of free individuals which admits private and exclusive property in natural utilities carries within itself the germs of its own dissolution. For, these objects being necessary to support life, and the magnitude of their value constantly increasing, the sacrifices which people will make in order to possess them constantly increase, and, finally, from a community of free individuals is produced a community of individuals who have sacrificed freedom, honor, patriotism, everything which men hold dear, in order to eke out a miserable existence in the midst of abundance of wealth of their own creation, but which the opposite movements in the magnitude of value has placed beyond their reach. These natural movements are taken advantage of, and intensified, by certain members of society who are unnaturally eager to increase the magnitude of value within their possession; this desire creates that movement which is vaguely termed speculation. Men acquire possession of natural utilities at times when there is little demand for them and their value naturally low, thus profiting by all the increase in value which accrues to them through increased demand. This practice of creating an artificial scarcity, or "cornering," natural utilities is a great evil, the unjust source of wealth to a vast number of persons. The magnitude of value of labor created products is also artificially increased by "cornering," or creating an artificial scarcity. Men buy these products and hold them out of use until demand has increased their value to such an extent that they can sell again and realize a handsome profit; they also obtain the monopoly of production of certain labor created articles, and are thus enabled, by producing short of the demand, to enhance their value and realize great profits. But, speculation in labor created products is rather risky business, unless the value of natural utilities is forced to such a figure as to prevent the majority of men from using them, for it is necessary to use natural utilities in order to create labor products and the point at which men may secure the use of natural utilities, so as to increase the supply, is the point beyond which the "cornering" of labor created products cannot be safely carried. In their eagerness to increase the magnitude of the values in their possession, men often go beyond this point and involve themselves in ruin. It may be laid down as a general rule, that all those values which have a natural tendency to increase their magnitude with the progress of society should be regarded as public property, and that the best interests of a civilized society demand that private property should only be allowed in those utilities whose magnitude of value naturally decreases with the progress of society. This might be brought about by compelling the users of natural utilities to render up to society all the increase in the magnitude of their values for the public benefit, thus placing all holders

of labor created products on a plane of equality with regard to the magnitude of the values in their possession. Another way in which men influence the natural relations of supply and demand so as to increase the magnitude of the values in their own possession is by manipulating the money medium by which the magnitude of all values is expressed. It is the function of money to facilitate the exchange of products, and for this purpose men express the value of the products they wish to exchange in terms of money, thus arriving at an easy and convenient mode of comparing the magnitude of the values of different products with each other and determining the proportions in which they shall exchange. Thus, in exchanging wheat for hats, when we say wheat is worth \$1 per bushel, and hats \$2 a piece, we simply express the fact that one hat is of the same value as two bushels of wheat, and thereby determine the ratio of exchange between wheat and hats. It is utterly impossible to affect this ratio through any alterations in the money medium itself; the only way it can be affected is by alterations in the relative values of wheat and hats, which will be brought about permanently by variations in the labor time necessary for their production, or, temporarily, by variations in the supply of and demand for wheat or hats. These conditions remaining the same, if we say that wheat is worth \$2 a bushel instead of \$1, then hats will be worth \$4 a piece instead of \$2, and the ratio of exchange between hats and wheat remains unaltered. This being as true of all products as it is of the two mentioned, it will be seen that it is impossible for men to manipulate the money medium so as to increase their own values at the expense of the values of others, as long as money is restricted to its natural and legitimate function; that of differentiating and comparing the value of commodities for exchange purposes. It is a mistake to suppose that a commodity has value because it can be exchanged for money? On the contrary, a commodity can be exchanged for money simply because it has value, and the expression of its money equivalent places it in a value relation with all other commodities for exchange purposes. How to convert the money medium into an instrument of spoliation is a problem that has been easily solved by placing it in the list of commodities and subordinating its money function to the value relations of the material of which it is composed. The wise financiers tell us that money is a commodity, subject to the same laws as other commodities, but it is an entire fallacy and it is because men have believed this fallacy for so long that they have permitted themselves to be robbed for the benefit of others. Money is not a commodity; it is impossible for it to be a commodity, for if it were a commodity it could not be money. Commodities step into circulation, express their value in terms of money, exchange with other commodities, and drop out of the sphere of circulation to be replaced by other commodities. Money, on the contrary, does not drop out of the sphere of circulation at all; it keeps continually within that sphere and moves about in it. Whenever it does drop out of the sphere of circulation it is



no longer money, but becomes either a mere commodity, like gold or silver bullion, or a hoard, or store, of value, a function which is entirely separate and distinct from the legitimate functions of a money medium. The idea that the exchange of a commodity for money is an exchange of commodities having equal commodity value is one of the strangest fallacies that ever afflicted the human mind. When men exchange commodities they need to have a very definite idea of what they are doing, as, for instance, if ten cabbages are to be exchanged for a bushel of wheat the respective owners of these commodities will need to know that the owner of the wheat will get, not nine cabbages, or five cabbages, *but ten cabbages*; and that the owner of the cabbages will get, not less or more than a bushel of wheat, *but a bushel of wheat*, and it is only by having a definite knowledge of such facts as this that equitable exchange of commodities may be effected. Does any commodity possessor have any such knowledge as this when he exchanges his commodity for the so-called commodity money? Not at all. We are told that men exchange, say, a bushel of wheat for a dollar because the dollar, *i. e.*, with us 23 22 grains of gold, has the same commodity value as the wheat,—and this, too, is supposing that they don't want the commodity gold and have no use for it whatever—but, even supposing men get paid for their wheat in actual gold dollars, is there one man out of ten thousand who knows whether these dollars contain 23 22 grains of gold or not? Is there one man out of a million who cares a continental how much gold they contain, or whether they contain any gold or not, so long as they perform for him their legitimate function as dollars? But, supposing men desire to exchange wheat for commodity gold, *i. e.*, with us, money, in the ratio of one bushel of wheat for 23.22 grains of gold. This exchange of commodity for commodity being agreed upon, is there a man in existence who would not take the utmost pains to know that he did, *actually*, get 23.22 grains of gold for each bushel of wheat? Does any one suppose that, under these circumstances, the wheat possessor would be satisfied with any hocus pocus nonsense about gold representatives, redemptive bases, etc.? Not at all. He would only be satisfied with the knowledge that he actually did get, not 15 or 20 or some other uncertain number of grains of gold nor any vague and indefinite promise to pay gold some time in the misty future, but 23 22 grains of gold for each and every bushel of wheat exchanged on these terms. He would want to know, and he would know, that it was *real* gold he was getting for his wheat, and that he was *really* getting 23.22 grains for each bushel, and the possession of this knowledge would still be essential to the exchange, *even supposing gold to be used as money*. The fact is, that the commodity value of the money material is of not the slightest importance to its usefulness as money. The only idea which money presents to the mind of the user is the abstract idea of 1 (dollar), 1 (dime), 1 (cent); he knows perfectly well what these abstract units are worth, *in commodities*, but what the material which carries these units may be

worth is a matter of perfect indifference to him because it is of no consequence whatever. He does not know because he does not need to know; the money units perform for him their function of equating, quantitatively, his values to the values of all other commodities within the sphere of circulation, and that is all he requires of them, and, moreover, *it is all they possibly can do as money*. If such demonstration as this is not sufficient, let those who are afflicted with the commodity lunacy try and see what headway they can make in expressing the value of a commodity in terms of itself. Let them try and discover the value of a quantity of wheat by comparing it with wheat and see what result will be attained. Such comparison will tell them absolutely nothing; they will find that it is an utter impossibility to find out anything about the value of a commodity by comparing it with itself. And yet this utter impossibility, if we are to believe our wise financiers, is performed every day in the year, with respect to the commodity money. For, gold is money and money is gold, and when we want to express the value of a dollar we say it is worth 23.22 grains of gold and when we want to express the value of 23.22 grains of gold we say it is worth a dollar, thus performing an impossible feat by expressing the value of a commodity in terms of itself. There does not seem to be any incongruity about this expression; it seems perfectly natural, yet, if money is a commodity, the expression is identical with saying that a bushel of wheat is worth a bushel of wheat, and the person who should attempt to express the value of wheat in that way would be looked upon as a fit candidate for a lunatic asylum. We are here forced upon the horns of a dilemma. We must either admit that, with respect to this money commodity, we are all the time performing admitted impossibilities, or we must accept the more rational conclusion that money is not a commodity. We have used a commodity for the purpose of giving the money units a tangible bodily expression, and that fact has given rise to the commodity fallacy concerning money. Now, let us analyze this commodity idea a little further. We will suppose that the commodity gold is declared by law to be no longer money, and that the government shall declare that henceforth the dollar unit of money shall be embodied in the commodity copper in the ratio of 23.22 grains of copper, by weight, for each dollar. What follows? Putting on one side the little eccentricities of the copper trust, we may say that the commodity value of copper is now its natural value; determined by the labor time necessary to produce it and the variations in supply and demand. But, immediately government confers on it the money function, every 23.22 grains of copper in existence becomes equal in value to one dollar; simply because that amount of copper is sufficient to pay debts, taxes, import duties, and all other legal obligations to the amount of one dollar, and will exchange (be taken in exchange) for all commodities as one dollar. But, although we are quite what the value of 23.22 grains of copper would be, we cannot tell what would be the value of its equivalent expression, one dol-

lar; that is a circumstance which would be determined wholly apart from any considerations of the natural commodity value of copper: The value of the dollar would be determined by the volume of dollars which could be constructed out of the whole body of the commodity copper, as compared with the volume of all other commodities, the sole money function of the commodity copper being to serve as a natural limit beyond which the series of dollars could not be extended. Dollars would fall in value. That is, a dollar would not purchase the same amount of commodities as now. If we say now that wheat is worth one dollar a bushel, we might then say it was worth five dollars a bushel. But, mark this, the dollar, as long as it remained a *full legal tender*, would have precisely the same *money value* that it has to-day. That is, its money function of comparing and differentiating the value of commodities would be in no wise affected. The hat that is worth two bushels of wheat would still be worth two bushels of wheat. Where we now say that the wheat is worth \$1 and the hat \$2, we would then say that the wheat is worth \$5 and the hat \$10; the relative value of wheat and hats for exchange purposes would remain unaltered, and so of all other commodities. While such a measure as this would not affect the relative values of all other commodities, it would very sensibly affect the value of the commodity copper; the great demand for copper as a money material would enhance its value out of all proportion with the labor time necessary to produce it and the legitimate demand for it for commercial purposes, and increase by many fold the magnitude of value in the possession of copper owners. The present owners of copper would also be placed in a position where it would be to their interest to restrict the production of copper as far as possible, since any restriction in the number of monetary units which could be manufactured from the commodity copper, within the legitimate demand for them for exchange purposes, would increase the purchasing power of each unit—that is, the units would equate values on a lower plane and each unit would stand for a larger share of commodities—and the copper owners would have a steadily increasing magnitude of value, while the possessors of all other forms of value would have a steadily decreasing magnitude. Gold would then sink to its natural commodity value; if we then said that 23.22 grains of gold was worth one dollar it would be a fact, and not a commodity fiction of the imagination. We should then probably discover that, for commercial purposes, commodity gold was, weight for weight, no more valuable than commodity copper. What would happen with respect to the copper owners is precisely what has happened, and does happen, with respect to the gold owners; but the plentifulness of the commodity copper would naturally extend the series of money units to such a length that all legitimate demands for money would be met, and it would be almost impossible to restrict the issue so as to convert money into an instrument of spoliation. Gold is so naturally scarce that it furnishes a naturally ideal money for those who seek, not to produce values, but to absorb the

values produced by others, as it limits the series of legal tender units of money to a length far short of the legitimate demand for them for exchange purposes. That gold owners know this is shown by the stubborn, and so far successful fight they have made against the extension of the monetary series by conferring legal tender functions on silver. These considerations make it apparent that the issuance of money is a governmental function, since government alone—i. e., the people collectively—can establish the one essential function of a money medium, the legal tender function. Also, it must be apparent that, so long as we continue to use a metallic basis to limit our monetary series, the ownership of the money metal should remain absolutely with the people collectively, or in the hands of government. Private ownership in gold and silver, as long as they continue in use as money, should not be allowed, except as they are withdrawn, for commercial purposes, from the legitimate channels of trade in exchange for commodities. By such means money could not become an instrument of spoliation, since there would be no incentive to restrict its issue, and, the material of money being the property of government, even if its volume did mount above or fall below the legitimate demands of trade, no person would be injured, since relative value would not be affected. But, the ideally perfect money is a full legal tender governmental paper, wholly disconnected from any metallic basis whatever. Such a money would perform its legitimate money functions without being influenced by the selfish considerations of private parties. It is easy to condemn fiat money, but it is not so easy to justify such condemnation by any other consideration than that of ignorance of the money function. The advocates of the gold dollar will have a hard task to show that it possesses one cent's worth of *money value* which is not fiat value pure and simple. Remove all taxation from labor products and absorb by taxation the value of all natural utilities, those whose magnitude of value naturally increases, and issue to the people a full legal tender fiat money for the purpose of conducting their exchanges, and we shall get about as near justice as it is possible to get on this mundane sphere. Although the volume of a fiat money, in its variations, could only affect absolute values, leaving relative values unaffected, and therefore, it would be impossible to bring about spoliation through insufficient volume, the stability of prices, for the protection of long time contracts would render it necessary that the volume of money should remain in as nearly a uniform relation with the volume of commodities as possible. This desideratum might be secured by the people, in annual elections, deciding on a certain fixed relation between the volume of money and the annual increase in values for each year, as decided from the tax rolls of the nation. The general alterations in prices would furnish an intelligent guide to follow in such cases. In conclusion, it may be well to call the attention of the paper money advocates to a circumstance which they seem to have overlooked. There is not a line nor a word in the Constitution of the United

States which, in express terms, gives Congress the right or power to confer full legal tender attributes upon anything but *coined money*. There is no provision in that instrument under which the right is even implied, unless it be from the power "to raise and support armies." Under this war power, the right to issue legal tender paper money has been asserted and once exercised by the government, and the right so excised has been sustained by the Supreme Court under the plea of "necessity." That the Supreme Court would entertain this plea of "necessity" under any circumstances short of war is much to be doubted, and the first step towards a true money system is to secure an amendment to our Constitution.

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## TRADES UNIONS AND STATE SOCIALISM.

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BY GEORGE C. WARD.

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Organized labor has issued an appeal to "all citizens of all religions and political faiths" in the interest of unemployed and starving labor. After summing up the grand progress made by the nation and the seeming wealth and prosperity of the people, the appeal states that:

A hundred thousand men, women and children are nearing the verge of starvation in this rich metropolis of these free United States. Hundreds of thousands of others are within but a short distance from want and its attendant suffering, misery and crime. From all the manufacturing and commercial centers there comes the anxious demand for work, soon we fear to be followed by the desperate, despairing cry for bread.

Then the striking contrast which exists between the classes and the masses, the exploiters and the exploited, is presented as follows:

A few thousand men and women enjoy the opulence of eastern potentates, while abject millions grovel in the dust begging for work and bread. This is the industrial and social exhibit of our Columbian year.

The appellants then proceed to say:

The authors of the declaration of independence before severing the colonies from the mother country, wisely set forth certain fundamental truths and upon the basis of these eternal verities erected the temple of political freedom.

So, we, mindful of the power of error, and prejudice against any seeming departure from the beaten paths of human experience as in duty bound, make this declaration of the reasons that prompt our action and justify the methods and measures proposed.

We do not believe that the industrial and social system so firmly entrenched, can be changed for the better by declaration or demand, by edict of rulers, by laws of legislative assemblies, by individual or corporate experiments, by riot, or by the deadly anger of class hate.

We believe that so radical a change as we contemplate must be obtained by the slow processes of revolutionary development.

That the methods and measures by which the world of workers to-day enjoy better conditions than those of other times and the greater purchasing power of a day's work in the United States over that enjoyed by the laborers of other countries, are the methods by and through which labor will receive its full measure of justice and equity.

We believe that the organization of wage-workers in trade unions is the surest guarantee of a peaceful solution of the world-wide problem, "How to abolish poverty."

That the wage system of labor can be succeeded by a better only through the increase of the purchasing power of a day's work.

That increased wages (or increased purchasing power) reduces profit upon labor.

That a constant increase in wages and in reduction of profits will make a capitalistic or employing class unprofitable and unnecessary, thus eliminating classes and establishing equity.

That the reduction of the hours of labor increases wages without increasing the cost of production, and is the measure upon which the full power of the labor movement should be directed.

Having thus formulated an argument, or a thesis as a justification for the attitude of organized labor and its policy of constantly agitating for shorter hours and better wages, the appellants boldly make the following demand :

That as a city is a co-operative corporation in which all citizens are shareholders, and all other residents guests or sojourners, no one citizen has the right to live in extravagant luxury while the other wants for the needs of life. We, therefore, call upon the Mayor and the Board of Aldermen of the city of New York to convene in special session and there devise ways and means in the same manner, and to the same extent, as they would in the case of flood, fire or pestilence.

That as food obtained by work is more enjoyable than food obtained, even as a right, without work, we ask the city authorities to provide ways and means for the commencement and continuance of public works, and the employment of the now unemployed directly and not by contract.

That the same reasons that prompt us to call upon the officers of our city for appropriations for immediate relief and public employment, also prompt us to call upon the Governor of the State, and the President of the United States, to call attention by public proclamation and legislative action to the same end, and in such a manner as the fundamental law will permit.

Growing eloquent with a knowledge of the justice of their cause, they assert in no uncertain terms that the ultimate of labor's aspirations is the overthrow of the present system of wage slavery. They say :

In that immortal document that sounded the death-knell of kingship, the signers thereto set forth a challenge and defiance to that social and industrial system that rests upon the same foundation and upholds the theory of the divine rights of kings.

In the declaration "That all men are born possessed with certain unalienable rights, among which are the right to life, liberty and the pursuit of happiness," will be found the keynote to a new and yet grander declaration of labor's independence from the manarchial control of the industrial system.

The right to life carries with it the right to the means of life.

The right to liberty carries with it the right to that economic independence without which political liberty is void.

The right to the pursuit of happiness carries with it the right to all the opportunities and privileges that are necessary to the securing of happiness.

After quoting numerous precedents to show that all the functions

and paternal protection and assistance of government have heretofore been freely used to increase the profits of capital, the appeal closes as follows:

As humane men and women we entreat you to listen to the cry of labor for work and bread. As patriotic citizens we proclaim that those who control the industries and the finance of the United States are responsible for the employment and non-employment of labor, and we demand of them immediate relief for the victims of a system inherited from the ages of wrong with which the poor have been oppressed.

SAMUEL GOMPERS,  
THOS. C. WALSH,  
HENRY WHITE.

CHRIS. EVANS,            ANDREW J. SMITH,  
HENRY WEISMANN,    JOS. BARONDESS,

I have quoted thus freely from this memorable and important document, because in it is made, from authoritative and authentic sources, what is at once a confession and declaration that never, before, to my knowledge, has been made in the United States by what is vaguely and broadly denominated "organized labor."

In the language contained in this appeal, is an explicit assertion that the ultimate end and aim of organized labor is *State Socialism*.

Please note how carefully the premiss is laid and the argument built thereon. First there is the assertion that the gradual increase in the (aggregate) wages of (aggregated) labor, is the only means whereby "the wage system of labor can be succeeded by a *better*." Next; that such increase in labor's wages, must necessarily reduce the profits of labor's exploiters. Next; a constant and continual increase in the (aggregate) wages of (aggregated) labor, must gradually freeze out, or eliminate the capitalistic exploiters of labor, leaving labor in possession of the entire value of the total product of its toil, and leaving machinery and the tools of production with nothing but a sinking fund for repairs, and final replacement. This is exactly the full measure of the demands of *State Socialism*. Then the assertion is made that the gradual shortening of the hours of labor, without any decrease in the individual laborer's wages, increases the wages of (aggregated) labor, but does not increase the cost of production; because what is gained by labor is not added to cost, but is simply taken from capital. Finally; that upon this measure and in this direction should the "full power of the labor movement be directed!"

In the beginning, however, is an assertion that the "organization of wage-workers in trade unions is the surest guarantee of a peaceful solution of the world-wide problem, 'How to abolish poverty!'" To this assertion I must here, and now enter a respectful and firm, though qualified denial. My denial is limited by the qualification that as palliatives and makeshifts, trade unions, and the compact federation of such unions, are the best expedients yet formulated, but that they never have and never will afford a *peaceful* or final solution of the labor problem. All victories won by organized labor, have been won through warfare, in fiercely fought out battles and at a terrible cost to labor. Trade unions may hold the outlying trenches, the battlefield and the forts behind and may, as

in the past, win a fair proportion of the battles in which they may engage; but never until each union becomes a school of political economy, in which the members are taught the proper use of the God given gift, the American ballot, will organized labor win a "peaceful" and lasting victory over organized capital. *Organized labor's salvation lies in the direction of united action at the ballot-box.*

I should substitute for the language of Mr. Gompers and his associates, the following sentence: "The surest guarantee of victories to labor's forces, in the relentless warfare ever being waged between labor and its capitalistic exploiters, is the organization of all wage-workers into trade unions and the amalgamation of all such unions into a compact federation, having as its watchword, 'An injury to one is the concern of all!'" But *this is war, not peace.*

Note also the remedy proposed: That the nation, states and municipalities, "provide ways and means for the commencement and continuance of public works, and the employment of the now unemployed directly and not by contract." If that is not State Socialism, what is it? But be it socialism, or be it not, it is no more, or less than the party of the people, the People's party, directly demands in its state platforms.

Take for instance, the Massachusetts state platform of the People's party, adopted September 6, 1893. I quote:

We protest against the contract system practiced by municipalities in employing labor. Municipal employment should be direct and responsible. We demand that all public employes, national, state and municipal, be brought under a classified civil service with admissions and promotions for merit only, and dismissals for cause after hearing.

We condemn the present management of industry because it fails to provide work for multitudes of willing hands, while at the same time overworking those who are employed. We therefore favor the reduction of the time of labor to an eight hour day, which will tend both to lighten the burdens of the workers and to increase the number of those finding employment.

We call attention to the condition of the unemployed, which, under pressure of business depression, is assuming the proportion of a great national tragedy. We declare it to be the proper and pressing duty of the state and municipalities to come to their aid, not by charity, nor by untimely and wasteful public works, but by organizing their labor according to their several trades and abilities, so that they may be able on a co-operative plan to supply one another's need. As the first practical step to this end we urge an immediate census and registration of the unemployed. We are in favor of adding to our bureau of labor statistics, employment agencies and bureaus of information, affiliated with similar institutions in other states and centralized in the department of labor at Washington. In the selection of officers and engagements of employes, women should be given full proportion of positions.

We demand that convicts be employed exclusively upon such articles as can be used in our penal and charitable institutions, any surplus thereof to be distributed so as not to compete with free labor.

Now note the difference in the two processes. The one is part law and part war, the legal part the result of petition to unfriendly law givers. The other would be all law, enacted by friendly law makers, elected from the ranks of interested labor. In the one case, labor humbly petitions the legal authorities to remove the obstacle of unemployed labor, so that employed labor may *fight it out* with its ex-



plotters. In the other case, it is proposed that labor shall elect its own law makers and remove the obstacle of unemployed labor, by making the demand of organized labor *the Law*, giving work to unemployed labor and *leaving no fighting to do*.

Query: Will Mr. Gompers and his associates *vote*, or do they prefer to *fight*? We shall see.

But this is a digression, and of such length as to almost preclude my saying all I had to say.

The standing, visible menace to organized labor and the chief obstacle in the way of its onward march to ultimate victory is the vast army of the unemployed and the rapid and steady increase in the ratio of its numbers to labor's total force. But unemployed labor is an effect and not a cause and the same underlying causes which *recruit* the ranks of the unemployed, *deplete* the ranks of labor's exploiters and is responsible for the evolution of the manufacturing trust. The underlying causes are machinery and competition, or more strictly speaking, the cheapening of the cost of production, by reason of improvement in machinery, under a competitive system of industry, or exploitation of labor. It is a commonly accepted idea that the benefits accruing from the cheapening of the cost of production, by reason of improved machinery, inures to the benefit of the owners of the machinery or manufacturing plants. This I apprehend is a mistake, the truth being that the benefit accrues to the consumer. This would appear to be proven by the fact that a day's wages has steadily increased and is steadily increasing in purchasing power, showing that *price* as well as *cost* of manufactured goods is decreasing.

The mill of competition has two hoppers, into one of which is fed labor and into the other of which goes the small and insignificant exploiters of labor. They both come out ground "exceeding fine." The constantly cheapening process which production is undergoing, throws labor out of employment, on the one hand while, on the other, it squeezes, or freezes out of the game, all but those having the requisite capital to acquire the improved machinery. Then, as a penniless man cannot buy goods and an unemployed man is, as a rule, penniless, underconsumption brings about a lack of demand and the competitive effort to sell reduces prices and also causes what is called overproduct on, but which is really underconsumption, for lack of work to obtain money with which to buy. The financially strong withstand the pressure, but the financially weak are crowded to the wall and the ex-manufacturer becomes a wage-worker competing for work. The final result must be colossal manufacturing trusts, composed of a few wealthy firms in each line of manufactures and a handful of employed laborers, hemmed in by the trusts on one hand and a vast army of unemployed on the other, receiving a "bare subsistence" only as the result of constant, incessant warfare. There is no remedy, except the ownership by labor of all tools and machinery of production. And thus, again, we arrive at state socialism and Mr. Gompers and his associate petitioners are

abundantly justified. But state socialism will never be gained by industrial war. It can only be reached by law, and law is the result of the use of the ballot.

If the toilers of the nation, who if they are not, at least should be "*The People*," would discharge from public service the lawyers, bankers and other parasites who now make our laws, and elect from their own ranks, men to the legislatures and to Congress, they could appropriate their own money (labor pays all taxes) and buy machinery and tools and erect manufacturing plants. They could then inaugurate a legal eight, seven, six, five, or four hours day of labor, the limitation being the time required for the aggregated number of toilers in any line of industry to produce sufficient wares to fill the demand. Then they could proceed to inaugurate a system of "free coinage" of labor's products, by affixing a uniform price upon such commodities, such price being equal to "fair wages" to the laborers employed and a sinking fund for repairs, replacement, etc. This would be "*peaceful*" and legal state socialism.

If, on the other hand, in spite of the millions of unemployed and desperate men, who are willing to work any number of hours, for any kind of wages, Mr. Gompers and his associates should succeed in rendering it impossible for capitalistic employers to longer exploit labor, except at a loss, such employers would simply close down their factories and throw Mr. Gompers and his followers out of employment. Out of work and without money, they must then, in defiance of law and peace, appropriate by force the manufacturing plants, machinery and tools and proceed to use them for their own benefit. Thus would the goal of state socialism be reached by revolutionary confiscation. Mr. Gompers' plan *will never win*.

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## MARGUERITE.

*A Historical and Philosophical Romance.*

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BY MARIE LOUISE.

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### CHAPTER IX.—A PAGE.

The window blinds of the right wing of the Chateau de Verchere were all closed. From the outside, that portion of the chateau seemed gloomy and tenantless. Inside the building a most oppressive silence reigned. To obviate the creaking of hinges the doors were all thrown open and remained so. Servants went noiselessly to and fro in the discharge of their duties, only whispering a few words to each other as they passed by.

In the spacious hall on the top of the first stair, a page wearing a

blue uniform of home-made serge ornamented with two rows of large, glittering brass buttons, sat lonesomely on a solid mahogany bench.

To an observer there was something striking in the expression of that boy's face. Submission and impudence, courtesy and vulgarity, gentleness and brutalism, were written on his brow in one and a single line. Ready to bow before authority, prestige or wealth; just as ready, if not more so, to strike a blow or thrust an insult at poverty and weakness, the boy in the anti-chamber was a born servant, a mixture of a dog's submissiveness, a monkey's malice, and a tiger's cruelty.

Now and then, one servant or another came out of the rooms and spoke a few minutes with him in an undertone. His face struggled to appear sorrowful, but a monkeyish grin speedily drove the apparent look of sorrow to one side of his face and placed itself on the other.

A young and bright chambermaid approached the page on tip-toe and whispered, "Rolland, Madame la Comtesse is very low. I think she is dying."

"Is she?" replied the boy attempting to look sad, "may our Savior have pity on her soul! But Jane, what makes you weep?"

"Ah!" answered the girl, "when I think of losing her my heart breaks—she has been so kind to me."

"Has she?" retorted the page, sneeringly; "how much a year did she pay you?"

"Oh, Rolland! is kindness to be measured with money? She has been a mother to me. I did not work for money."

"She has been, yes; but what is the good of what she *has* been? She is done for now; let her die in peace."

"Rolland," said the girl, raising her voice, "you have no soul!"

"No," retorted the page, with a sneer, "I have no soul for these who are useless to me. I am not such a simpleton as you, Mademoiselle Jane!"

At that moment footsteps were heard on the stairs, the girl disappeared within the dining room, and the page, assuming an air of dutiful solemnity, rose to receive the new comer.

"Bon jour, Rolland," said the priest as he reached the top of the stair.

"Bon jour, Monsieur le Curé," replied the boy. "Oh, *mon père!* the Comtesse is dying! My God! Can nothing be done to save her precious life?"

"Nothing but the will of God can prevail, my child. Let us submit to His decrees."

"Father," continued the page, joining his hands, as if to pray, and lifting his eyes to heaven, "would I could die to serve her."

"Angels are waiting to receive her, child; do not weep. She will soon be by the side of our Saviour."

"Oh, father! it is so sad to lose her!"

"It is only for a time, my boy; we shall soon see her again."

"Amen," said the page, kneeling down to pray, and crossing himself. "My God, thy will be done."

"Amen," echoed the priest. "Amen. Pray for the repose of her soul, my child. I go to her side to soothe her last moments."

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## CHAPTER X.—THE COMTESSE DE VERCHERES.

Madame la Comtesse de Vercheres lay in her bed in a state of semi-consciousness. Her eyes uplifted, seemed to seek in vacancy for some object on which to rest. She was in that state of transition from life to death in which religiously inclined persons fancy they hear angels sing, and see the gates of heaven swinging open to receive them. Who can define the sensations of a dying person! None have gone through it and returned to tell us of it in an intelligible manner. When death lays its cold hand on man it freezes his limbs before reaching his brains. Whilst the body seems almost deprived of life, the eyes retain vitality and wander about in search of some object. The brain, in its last sparkle of animation, reflects the images engraved upon it during life, and, to the vision of the dying, they unfold like a moving panorama. The last words of the dying demonstrate the retrospective action taking place in their minds.

The Comtesse de Vercheres had been a gentle and amiable woman. She had been a zealous devotee of the Roman Catholic Church, and had blindly believed all the dogmas of that religion. Indeed, it had never occurred to her that any of these dogmas might be questioned by the laity. She displayed the humility and timidity so much recommended by St. Paul to woman. Her first thought on rising from her bed, and her last before retiring for the night was to kneel down before the statue of the Blessed Virgin and the Infant Jesus. Beads and other devotional trinkets were to be found in every recess of her apartments. Her library, which had not increased since her childhood, consisted of a "Mass Book," an "Imitation of the Life of Jesus," a "Life of the Saints," and a hymn book. They were orderly placed on a velvet covered table close to the statue of the Virgin.

The Comtesse had reared two children, a daughter and a son, and had insisted on being their teacher under the guidance of the parish priest. The Comte de Vercheres, seeing the indomitable religious zeal of his wife, had wisely stood aside and had not interfered with her fanaticism and her maternal pretensions.

The daughter of the Comtesse, Viscomtesse Clara de Vercheres, had grown and developed under the tuition of her pious mother, and early in life showed symptoms of asceticism. Her earnest desire was to be cloistered in a convent, to be in constant touch with "Jesus and His blessed Mother." She had imbibed all her mother's bigotry but none of her lovable, gentle traits. She was void of sympathy, loved nothing but the Church, and hated with fury all persons and things adverse to the interests of her religion.

The son of the Comtesse, Viscomte Gustave de Vercheres, developed tastes for a fast and inconsiderate life. He was fond of sports, delighted in hunting and in the chase after women. He attended mass regularly, confessed and received the holy communion often enough to keep him in good Christian condition. To all appearances he was the opposite of his sister; but, in fact, he was her counterpart. The difference of sex and conditions attending on the difference of sex were alone responsible for the apparent dissimilarity.

The Viscomte de Vercheres and his sister sat by the bedside of their dying mother. The young woman had passed her twenty-fifth and the young man his twenty-second birthday. Both were tall, with a handsome physique (as is the case with the majority of men and women on the Jura mountains), but their features lacked refinement and their face, expression. The only light flickering in their eyes was one of cunning. In living organism, *cunning* increases in inverse ratio to intelligence.

The Viscomte de Vercheres sat grief-stricken. In his every day needs he sadly felt the absence of his mother's tender care. The Viscomtesse Clara sat on the other side of the bed. Calm and rigid, like a marble statue, she mumbled the prayers for the dying.

At the arrival of the priest the Viscomte and his sister rose and bowed reverently. Slowly advancing toward the sick bed, the Abbé sat by the pillow in order to speak close to the dying woman's ear.

"How do you feel to-day, my child?" he asked the Comtesse.

"Is it you, father?" she answered in a faint voice. "Oh, why did you not come sooner to give me the absolution and communion? The angels are all waiting for you to absolve me of my sins in order to drape me in my white gown and carry me into heaven to the side of the blessed Virgin."

"I have already absolved you of your sins, my child; but to-day I will give you the extreme unction and prepare you to appear before our good God."

"Father," said the dying woman, "give me my white gown; this I have on is black—*black!* Oh, take it off, *take it off!* or Satan will carry me away."

"Emilie," gently whispered the priest in her ear.

The Comtesse turned her face in the direction of the voice that had so emphatically pronounced her name, and said in a clear articulation, "Who are you?"

"I am your friend, the Abbé Bertrand. Speak to me, Emilie; speak about your family. You are not going to die yet. Rally your thoughts and realize that you are in the Chateau de Vercheres."

"Yes," replied the Comtesse, "I am in my castle and near you, Abbé Bertrand. I have been dreaming. Now I am awake. Where are my children?"

"Your children are by your side, and your husband will soon arrive."

"Oh! do not let him approach, father; keep him away. He is an infidel, a heretic. His presence would contaminate my soul and God

would cast me away. I have lived with the Comte because you told me it was my duty, as a good Catholic, to be submissive to my wedded husband, but while I submitted in silence hate for him slowly crept into my soul. I detest him for his unbelief. How could I love one whom God has cursed? Unbelievers go straight to hell—purgatory, even, is denied to them.”

“No, Emilie; you are mistaken. Your husband is not an unbeliever. Shall I call him to your side?”

“No, father; no!” cried the woman raising her hands as if to repel a dreaded object. “Let him stay away. Yourself and my children are all I need. I have, in the past, entrusted you with all my thoughts and all my sins. I need you as long as I live, but I do not need *him*. You are my confessor. A woman’s confessor is dearer to her than all else in the world, her children included, for he represents God on earth.”

“Emilie,” said the Abbé, taking a consecrated wafer out of a small silver box he carried in his hand, “receive the holy communion, the body of Christ, and through his blood you shall be purified from all your sins.”

The Comtesse opened her mouth. The priest gently placed the wafer on her tongue and said, “Do not let your teeth touch the holy host, swallow it at once, if you can.”

The sick woman did as she was bid, as long years of practice had enabled her to do easily, and the host slipped down her throat without coming in contact with her teeth.

Taking a small bottle of oil out of his pocket, the priest uncorked it, poured a drop of the oil on his thumb and gently anointed the sick woman’s eyes in the form of the cross, saying: “By this holy unction and His most tender mercy may the Lord pardon thee whatever sins thou has committed by thy sight. Amen.” Then he anointed her ears, nose, mouth, hands and feet, using the same prayer, adapting the form to the several senses.

Under the gentle touch of the Abbé Bertrand, the Comtesse lay motionless. Her breathing became more regular and lighter, fainter and fainter, until it became inaudible.

The solemn religious rite over, the Viscomte and his sister, who were kneeling by the side of the bed in absorbed devotion, rose to give their mother the farewell kiss. The daughter, being the eldest, had the precedence. Still muttering her endless prayers, she mechanically, and without interrupting her dismal recitation, kissed her mother’s forehead, and resumed her seat by the side of the bed.

The son then approached his mother, stooped and touched her pale brow with his lips. But suddenly drawing back a few steps and pressing his temples with his hands, he cried with a stifled voice, “Oh! my God, she is cold—she is dead! My mother is dead!” and with a groan he fell senseless to the floor.

## CHAPTER XI.—A CONFERENCE.

On the day following the death of the Comtesse de Vercheres, our old acquaintance, Pierre Chauvin, mayor of the village, sat in his improvised magisterial office. On a desk by his side lay an open registration book, two pens and a small ink bottle. The tri-color sash of mayoralty was thrown on a table handy by ready for use in case of need. On the wall, just above the desk hung a large sized crucifix, the legal emblem of France, upon which the French in all judicial matters, are required to swear. Pierre Chauvin's mood appeared to be thoughtful. Three weeks had hardly elapsed since he was in his official capacity called upon to register the birth of an infant girl. Now he sat again to record another registration, this time a death, the death of the first titled lady of the parish.

In a small village, two such occurrences in so short a time were more than sufficient to excite all the gossiping verbosity of the villagers. These, accordingly, had all gathered in front of Mayor Chauvin's cottage to catch a glimpse of the Comte de Vercheres, or of his son, as they entered the municipal room.

The official doctor, whose duty it is to ascertain the death of a person and certify that nothing suspicious was connected with it, "the doctor of the dead,"—*le medecin des morts*, the French call him—was among the crowd outside waiting for official orders to go to the Castle of Vercheres.

"Monsieur le docteur," said a woman, "to-day you have a high and honorable duty to perform. To examine a woman of the nobility is an enviable task, is it not?"

"It would be if she were alive," the doctor replied, with a roguish smile; "but she is dead. A corpse has no attraction for me."

"Corpse though she be," remarked another woman, "to do her homage, the church will be draped and decorated, a high mass will be said; deacons and sub-deacons will officiate, and all the pomp of the church will be displayed. Were I to die my funeral would be without much ceremony and no display."

"Never mind the ceremony," said another, "in the grave we are all equal."

"In the grave, you say, Suzette?" interposed a man, "we are all equal even in life. Since the time of the great Revolution of 1789 the rights and privileges of the nobility are destroyed. We do not pay tithes any longer."

"Oh, do not mention that horrible revolution, Bastien," cried the woman Suzette. "Don't you know how the churches were then desecrated by furious infidels, and our good priests massacred by blood-thirsty heretics? God has cursed us ever since. The Curé of Cernan said the other Sunday that the wrath of God will never be appeased until our Christian and rightful king, Henry the Fifth, is sitting on the throne of France. From the time of that dreadful revolution, wars, pestilence, famine, disease on vine trees, on potatoes and on nearly all vegetables; caterpillars and grasshoppers have, year after

year, devastated our land. The Holy Virgin does not appear to us any more as she used to do under our Christian kings the Bourbons, and she does not intercede for us with her Son, our Saviour, as she did previous to that frightful Revolution of 1789. The Curé of Cernan told us that the end of the world is not far off, and I believe him."

"What are you talking about, Suzette?" said an old man in the crowd. "The Blessed Virgin appeared to us in 1815, when the Austrians were invading these borders. She changed every vine tree into a French soldier, and the Austrians, seeing such an immense army waiting for them, ran away as fast as they could and France was delivered from the Austrian invasion. You are too young, Suzette, to have seen that miracle as I saw it with my own eyes, and can swear to it."

"Yes, this is true," echoed several of the assembled men and women, "my father saw the miracle, and my mother, too."

"Well," retorted Suzette, "it does not prevent what I said about the revolution from being true. God is angry with us for permitting such men as Robespierre and Marat to murder our Christian king, queen and royal family. The Curé de Cernan said that the ground on which these savage revolutionists trod ought to be blasé out of this earth. I wish it were, for it is a frightful thing to see our crops of potatoes, grapes, cabbages, currants, wheat and corn eaten by insects sent by God to punish us for the sins of those rascals."

"Suzette," said a decrepit old woman sitting on the stone bench of Mayor Chauvin's cottage and leaning on a crutch, "you speak like a man. Where did you learn all these things? 'Pon my word, I never heard so much of politics in all my life as I have just heard from you. You ought to be ashamed of yourself to degrade your sex in that manner. I would bet anything that your room is not swept, your stockings are not darned, and that your husband's shirt has no buttons on it. What are women coming to, when they pretend to discuss politics?"

"That's true, that's true!" echoed the assemblage.

"What does a woman know about such affairs?" continued a young lad. "The Curé of Cernan ought to keep these remarks to himself, or wait till no women are near to speak of such things. Our own Curé, the Abbé Bertrand, never preaches about that or any other revolution. He knows full well that women have not brain enough to understand things which God intended should be understood by men only."

Suzette blushed and said: "I know much of these things by hearing my husband and Jean Morin speak together in our house. They make me tremble."

"I tell you what, Suzette," put in the municipal doctor, "when they talk together put your hands to your ears. Also put some water in your mouth and keep it there for two hours after the two men have parted."

"Bravo!" shouted the crowd. "Doctor you have a remedy for all diseases."



"Here is the Comte de Vercheres coming with his son," said several voices.

"The Viscomte is very pale," said a girl of about twelve. "He appears to be suffering. Poor young fellow, how I pity him! His face is so gentle and sweet."

"Hello! Tilly," said a woman by her side. "You seem to admire the Viscomte very much. A young girl should have more modesty and not stare at men's faces as you do. You begin rather young, Mademoiselle Tilly. It is a bad omen, I can tell you."

"Oh!" whispered in her ear, a woman close by. "What can you expect of a daughter of Madame Ferrier? The mother can give her no good example, for she has not much modesty herself. Don't you hear her talk to men as if she was one of them, about such queer things, too. I believe that men are afraid of her, for they look at her so strangely."

"We are in a bad time," replied her companion. "I don't know what is becoming of women. As for men, they all seem to be going distracted. Something wrong is going on. They read the papers every day at the blacksmith's, and they act as if they were excited. They talk about war—civil war, they say; about Paris being ready to fight."

"*A la garde de Dieu!*" (let us trust in God) said a third female. "Let us go home and pray the Blessed Virgin to intercede for us."

The group began to break up. The woman Suzette was weeping pitifully. A man who just happened to pass by, approached her, saying: "What makes you cry so, Suzette Ledoux?"

"Oh! Pierre Barbeau," she sobbed, "the end of the world is coming, and the Curé of Cernan told me that God intends to destroy us because of men who read the papers to others and talk about a revolution, as Gaspard does."

"How did the Curé of Cernan happen to know what your husband says and does?"

"When I go to confession he asks me, and threatens to refuse me the 'absolution' if I do not report to him all I see and hear. I must leave Gaspard, or his sins will damn me as well as himself."

"Dry your tears, Suzette," said the man. "Gaspard is a good man, and the Curé Gaillard is deceiving you. What makes you go to Cernan for confession? Have we not in Thesy, a good priest, the Abbé Bertrand?"

"I was born in Cernan, you know, Pierre, and the Curé Gaillard has always been my confessor."

"Suzette," replied the man, pressing her hand sympathetically, "distrust any one who dare speak ill of your good husband."

## CHAPTER XII.—THE FUNERAL.

Madame la Comtesse de Vercheres lay in a coffin in the large hall leading to her own apartments. Four lighted tapers and a large bowl filled with holy water with a sprig of boxwood in it, stood on a table

in the hall. Branches of evergreen had, by loving hands and mourning hearts, been strewn here and there over the coffin. At the head sat two Catholic nuns engaged in silent prayer. A large silver crucifix on their bosoms shone saliently over the black alpaca of their costumes. These two nuns were as motionless as statues. But for the regular muttering of their lips and the sign of the cross which they made at frequent intervals, no one would have thought them to be living beings. The fervor of piety or the iron monastic discipline, or both, had enabled these women to remain hours at a time in a state of perfect immobility.

The Viscomte and his sister sat at the foot of the coffin facing the nuns. Mademoiselle de Vercheres, although not clad in monastic costume, was the faithful image of the two nuns facing her. Since the sickness and death of her mother, her physical energy seemed to have become paralyzed, nothing but her spirituality was active. She no longer lived on earth, but dwelt in a dream-land beyond the clouds. To her bereaved father she had no word of sympathy to offer. The recital of the prayer for the dead absorbed her whole being. Her condition was absolutely morbid, piety had made her insane.

Relatives and friends, on entering the hall, took up the sprig of boxwood and sprinkled holy water on the coffin, knelt down by the dead, muttered a prayer, made the sign of the cross and went to sit among the assembled mourners.

At two o'clock the two nuns rose and, passing down the hall on opposite sides, stopped before every person and gave their silver crucifix to kiss. The coffin was then lifted by four men, carried down stairs, placed on a litter, hoisted on the men's shoulders and the funeral cortege marched toward the village church. Mourners formed into a procession of two abreast, the Comte de Vercheres, his daughter and his son walking behind the coffin.

While the procession marched on, Madame Ferrier entered the ranks and walked alone, the cynosure of all eyes, but she seemed to notice no one. She looked sad, and tears silently coursed down her cheeks.

The church reached, the coffin was placed in front of the grand altar and a high mass was sung. All the paraphernalia of the Roman Catholic funeral service were brought into requisition. The organ played a dead march in *A* minor, replete with staccatos, long notes and slurs. The musical strain, a true onomatopoeia of human grief, now expressed a sharp spasmodic pain, anon, a deep, enduring pang of anguish.

The funeral service ended, the bearers again lifted the coffin and carried it to the burying ground outside of the church, where the Abbé Bertrand pronounced last farewell, to the mortal remains of the Comtesse de Vercheres: "Dust thou art and unto dust shalt thou return," he said as he threw a shovelful of earth on the coffin within the grave. He handed the shovel to the Comte, who also threw earth on the coffin, and every one present repeated the performance. The

Abbé Bertrand then raising his hands, gave the assemblage his apostolic benediction, and re-entered the church. The mourners slowly departed from the burying ground, leaving behind the Comte de Vercheres, his daughter and his son.

"Come, children," said the father, "let us go home. Clara, you need rest, your brain is weakened. Have fortitude, my child; God is good and all-wise, is He not?"

"Yes, father," she replied, "God is all in all for the believer, but He is full of wrath for the unbeliever."

The Comte glanced at his daughter. She looked him full in the face with eyes so frigid, so devoid of feeling, that a shiver ran through his frame. With a suppressed sigh he said to his son:

"Gustave, give your arm to your sister, she is not strong."

"I will, father," replied the young man, passing his sister's hand under his arm. "Have courage, Clara," he added, "mother is happy now."

The shades of night, made sombre by a cloudy sky overhead, were approaching. A whizzing March wind slashed rain and sleet in the faces of the mourning group.

"This is fitting weather for a funeral," thought the Comte. "To-day I not only buried the Comtesse, but also the Comte de Vercheres, My life of forbearance and silence is ended. What did I gain by submitting to the whims of public opinion and stifling my feelings and my convictions during twenty years? My wife scorned me at her death-bed and my daughter, a few moments ago, revealed her hate for the "unbeliever" who happens to be her father. This is a just reward for my pusillanimity. I deserve it all. But to-morrow morning I will rise a new man, a *free being*. Not only do I remove the yoke of servitude, but I will break it into pieces. The moans of my heart are but a response to the moans of thousands of men's hearts. I will batter on all the corners of oppression, spiritual and material. To-morrow morning will greet Arnold Vercheres, the Monseigneur is dead.

THE END.

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#### WHAT WE WANT.

We are the hewers and delvers who toil for another's gain,  
The common clod, and the rabble, stunted of brow and brain.  
What do we want, the gleaners, of the harvest we have reaped?  
What do we want, the neuters, of the honey we have heaped?

We want the drones to be driven away from our golden hoard;  
We want to share in the harvest, we want to sit at the board;  
We want what sword or suffrage has never yet won for man—  
The fruits of his toil God promised when the curse of toll began.

—James Jeffrey Roche.

# MECHANICAL.

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## THE DEADLY ANGLE COCK.

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BY WILFRED P. BORLAND.

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As nearly perfect as is the automatic air brake, there is one little detail of its construction which, if not improved upon, renders it not to be relied upon as a safety appliance in the running of trains, and that is the present crude system of maintaining connection between engine and train when brake is in service, by means of the old fashioned angle cock. These cocks are not under the control of the engineer; they are liable to be turned at any time without his knowledge, thus shutting off the air from a part or the whole of his train and causing failure of brakes at the very times they are most needed, placing many precious lives in jeopardy. A contributor to a recent issue of *Locomotive Engineering* calls attention to the extreme danger of running fast passenger or freight trains without some better appliance than the angle cock for maintaining unbroken connection throughout the train while brake is in service, and, as if to echo his warning, came the terrible rear end collision at Jackson, Mich., on October 12th, wherein thirteen persons were killed and a score of others more or less injured, caused by the angle cock between engine and train being turned, thus placing the train beyond the control of the engineer at the critical moment. How the angle cock became turned so as to shut off the air from the train is a mystery, but that it was so turned is a fact that was fully developed at the proceedings of the coroner's inquest over the bodies of the victims of the accident. Two of the witnesses before the coroner's jury claim to have seen a man riding on the platform of the blind baggage car behind the engine where the cock was found turned, just before the collision occurred, but neither the engineer nor fireman were aware of a man being there, and the most thorough search failed to discover any one answering to the description of the man who it was claimed was there, nor did any others besides the two witnesses mentioned notice such a man, although there were many who had ample opportunity to do so. It is scarcely possible that any one would deliberately commit so despicable an act as that, and the more probable theory is that the cock was turned inadvertently by some person stepping on it while climbing about the engine when train was standing at a station. But, however it came about, the fact remains that the cock was turned, and that was the immediate cause of the accident which resulted in such terrible loss of life. It is surely within the inventive power of man to do away with this source of danger, and the

automatic air brake will not be a perfect safety appliance until it is done away with. What is wanted is some sort of a device which will give the engineer instant warning whenever one of these cocks are turned, or, better still, some sort of a hose coupling which will maintain positive connection between the cars whenever it is coupled up, thus doing away with the necessity for a shut off cock in train pipe altogether. Some inventive genius can earn dollars for himself by inventing some simple and practical device that will insure absolute and unbroken connection of air throughout the train while brake is in use, and relegate the deadly angle cock to the scrap heap.

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When the accidents to World's Fair passengers are footed up it will be found that our great exhibition has been responsible for a terrible loss of life, and there will be a feeling in some minds that the fair cost a great deal more than it came to. This has probably been the most destructive year, as regards loss of life, in the history of American railroads; and the great majority of such loss may be directly traced to the immense World's Fair travel. Perhaps, when the returns for the year are all in, it may appear that the percentage of deaths to total number of passengers carried is no greater than that of other years, but the loss itself is none the less deplorable, and one of the saddest features of a great many of these accidents, from the railway employees' point of view, is that they were the result of gross carelessness, and might have been avoided entirely by the exercise of even ordinary caution on the part of certain employees. In one instance, a block signal operator gives a wrong signal, causing one crowded train to dash into another standing at a station, whereby sixteen persons are killed and seventeen injured; in another, a dispatcher fails to send a meeting order and brings two crowded trains together at full speed between stations, causing twelve deaths and adding twelve others to the list of injured; in another, a brakeman throws a switch right in the face of a swiftly approaching train, hurrying to the World's Fair with its load of precious human freight, and turns it full on to a freight train standing on a siding; result: twelve killed and twenty injured. Again an engineer receives positive and explicit orders to meet a train at a certain point, and pulls right by his meeting point, without ever having taken the trouble to read the orders in his possession, on the supposition that the train he has orders to meet is passed, and meets head on, causing the most horrible death, principally by cremation from burning coaches, of twenty-eight persons and the serious injury of thirty others. Here is a record of sixty-eight human lives sacrificed, not because railroad companies failed to adopt ordinary precautions to avert disaster, not because employees were overworked so as to render them incompetent to perform their duties, not from a failure of any of the appliances provided for the safe running of trains, but solely because employees failed to properly appreciate the responsi-

bilities resting upon them and lost their wits just at the time when they had need of them the most. How far this list might be extended, I do not know, but, as it is, it is surely heavy enough to illustrate the fearful responsibilities which men assume in entering the train service of railways, and which demand a class of men who cannot afford to *forget* even the very slightest matter of detail, nor take *anything*, however unimportant it may seem, for granted.

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## COMPOUND ENGINES—ENGINEERS AND FIREMEN.

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BY THOMAS PRAY, JR.

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If any man who was sane, had an idea that he could get at the truth as to anything connected with the management or mismanagement of the railroads in the United States, he may read some of the so called railroad journals, and then read precisely the opposite of what they say, and he will arrive far nearer the truth, than he ever could or would, by relying at all on what is printed. This may be considered as a stricture by some of the faithful, but if a man has had any experience with the facts, he will at once recognize the force of the statement, and make sure of his premises and hence of his results.

*The National Car and Locomotive Builder* has discovered that the engineers of the United States are not capable of recognizing the beauties of cutting off short on an open throttle, and hence that they are "wasting fifteen per cent." The editor does not use just that language, but that is what he means, his statement is that "but a small proportion of the engineers are disposed to give heed to the great economy which may be attained by this method of running" referring by this method to "the immense advantage of running with wide open throttle and short cut off." He then goes on to say that the company's net earnings might be increased by a respectable figure, if engineers were only impressed with the necessity of following economical methods, running with wide open throttle being the "chief factor" in the problem.

The matter is then backed up by a clipping from the report of the "Committee on Compound Locomotives," to the Master Mechanics' Convention, from long time tests on the C., M. & St. P. R. R. which I copy carefully. "It is shown that the average fuel economy of the Compound (run by two different engineers) over the simple locomotive for the eleven months of the test was ten and seven-tenths per cent.; and that while in charge of one engineer for five months the economy over the simple engine reached seventeen and five-tenths per cent. and while in charge of the other engineer, for six months, the economy over the simple engine was lowered to four and three-

tenths per cent., which the conditions strongly indicated was due to inferior management, by the second engineer. We have known of a normal economy of fifteen per cent. due a compound locomotive over a simple engine being reduced to two per cent. by superior management of the simple engine. If there is a possible economy of fifteen per cent. to be gained, by simply having engineers perform their duties properly, why is there not a general and determined movement made to bring about an improvement? The fact is that a larger fuel economy than fifteen per cent. is possible on most railroads by perfecting the methods of running and firing locomotives. Long and short cut offs constitute but a factor in the problem, although the chief. There are other factors of almost equal importance, such as regulating the feed water and firing. There is a general apathy in regard to the matter and it is hard to understand, but that, nevertheless, is responsible for waste that continuously and industriously eats into the net earnings of railroads."

Let us examine this series of statements, as to its motive, its reliability, remembering all the time that the journal in question is not a paper that has any great interest in the men whom it so deliberately slanders by intimation, but is defending the managers, and in an apologetic way to the stockholders, who are usually the ones who get nothing, and the engineers and firemen get next to the stockholders.

In the first place, who on earth can tell the percentage that any of the compound locomotives do save? have the builders in any one single instance tried the same train and no other, at the same speed, over the same track, in the same direction, with different engineers, with the same locomotive? Not much! Then they say that a saving was made, and as stated, it is a curious fact. Three years ago a locomotive builder had a test not over five or six hundred miles from Philadelphia, and the "expert" reported that a saving was made of 14.00008 per cent., or some other infinitesimal decimal, and it was heralded over this country that such was the fact, orders were solicited, etc. The men who were to run the machine sent for another man who had some knowledge of the business, and he went over the machine, tried it with the same loaded cars, and no such approximate bosh, and had different engineers as well as firemen, and different engines, and ran repeatedly over the same mileage, and made a final report that one of the Pennsylvania machines, made at Altoona, was doing more work with a ton of the same coal that was used in both tests, than the "Compound" did or could do.

And upon the comparison of the diagrams it was discovered that in the results of the reported test, "the springs used in the first test had constant errors of over four per cent. in them" and "in two a seven per cent error," so that if the result was assured, it was without qualification wrong. These newspaper reports of performances of engines are in too many cases garbled, the bad is marked out and the good is magnified, especially if some interest is existing in the matter, but the dear public is not in the confidence of the reporter. Now when it comes to the knowledge of the railroad man that he has only

to order his engineer to throw the throttle wide open and keep it so, and then run the lever into the short cut off notch, to save "fifteen per cent. of all the coal used on the road," what a cracking of old bones there will be? and how soon the stockholders will get rich? Isn't it curious that this wonderful compound engine was so efficient with one engineer and then as soon as the inferior engineer got her in tow, that the economy ran down so low? "Normal economy," what is it? Do railroad men ask for normal or actual? and is this economy like the rest of the argument, based on a set of engineers and firemen who are used to "inferior management," did the purchasing agent turn over to the second engineer that same coal that the picked engineer had, and had the man who got such great economy any inducement to get an extra ton or two of coal at the coal stand? or was it the usual "hit or miss" at the coaling stand, was the coal weighed, or dumped in a rush and called at such or such a mark? There isn't an engineer on any of the roads of importance who is such a fool as not to know that at some coaling stations, he or they, can easily get at times two tons for one and a half, and vice versa, there is no mistake on this, and this alone in the case referred to, which was not on the Pennsylvania railroad, although one of their make of machines was used, turned out to account for the "economy" for the second man insisted on a pair of scales and used them, but newspaper (?) men don't go into details, they haven't the time, but it is easy to slur the engineer or fireman (poor cuss) they can't strike back, but the same newspaper fellow will toady to the engineer of a new machine to tell some wonderful story, but in a game of decent treatment the boys who run the machine are peers of the other fellow. "The fact is that a larger fuel economy than fifteen per cent. is possible on most railroads, by perfecting the methods of running and firing locomotives." And he follows by the statement that "long and short cut offs are the chief ones."

There is no doubt that the compound locomotive has its place in the economy of railroad business, but it has come to a sudden and painful standstill in the last few months, from a variety of causes, and it is a pleasure that we can say for a fact that the incapacity of the engineer and fireman, are not at all the reasons why. That is sure, and it is truth.

The writer has had something to do with locomotives and with railroad men for some of the years that have gone by, and his experience is that while there is not the slightest regard for business management in some quarters, but where men who are in league with the largest stockholders allow any sort of a prostitution of the real rights of the minority so long as the league is taken care of, and he could point to a case in which the president of a railroad put his own son into an eight thousand dollar position, and took an old officer to do the routine work, so the son could hold the place. His own and his wife's relatives are numerous and invariably in office, all drawing salaries. Two lengths of rails in the city of Chicago, owned by an officer of a company and his friends, are made a source



of income of over one hundred thousand dollars a year, taken from a company, so said by business men. And in another case a bridge diverts traffic 130 miles to get it less than ten miles, but the bridge gets three hundred thousand dollars a year from two railroad companies, and the stockholders are powerless. Where does the "inferior engineer" come in. Can he steal from the men who hire and pay him? Why don't some of the managers who are into this sort of business take a hand in saving?—not fifteen, but ninety per cent. Oh, dear no. The plunder belongs to them and their friends, but they can reduce the pay of their men quicker than you can say "Jack Robinson," and cry hard times, and take their best men off when the men have seen some of the deviltry that is going on, and these men have to get out or go for a few months on a side track or some branch, and a new set of tramp engineers are put on, and then a smash, or ! ? ! ? and the engineer is killed, and the company hasten to frighten the friends of the people who are killed into settling for a hundred or two dollars, and than they flatter themselves as to their smartness, and go and have a champagne supper at the expense of the company! This is railroading! But what becomes of the engineer? Go out on the track and find him, get acquainted with him, hear him patiently, and then get at his side of the story, and you will find a patient fellow; not at all the inferior or careless one, so easily supposed to be by this journalist, the case, but he will tell you that whatever he does in the way of improvement or adjustment, or in perfecting the operation of the machine, for the time he calls his, is not of the slightest importance to the manager of his division, and that when they lay off or take on men his record for the easiest adjustment, or the lowest coal or repair record is not worth one red cent, and a tramp, or greaser, lunkhead, or anything else that has a standing on the line, as engineer, will be put on the machine he has put in so many extra hours on in putting her easy, and to work better, and he will be put on anything that has wheels and a smoke box, to do it over again. But so far as any commendation goes, for his vain attempt to serve the best interest of the company he is trying to work for, it is as lacking as is common sense. In the innuendos of the paragraph I have quoted above, this is not a fancy sketch.

The difference as between the expecting the engineer or the fireman to attend to the interest of the railroad company, when as a simple matter of fact they are not in the least recognized when the attempt is made to do the most that can be done, is only a statement that is due to the thousands of men who comprise both classes, and the sneering of a newspaper artist who, like one of our political economists, who "knows so darned much that ain't so," is of the least account to those who do know the facts, as they exist.

If the man exists who has the ability to save three per cent of the fuel bill of any of the great railroads, he can make a thousand dollars a week easier than he can tell that he is sure that he can do it, or that the chance exists to do it, for there is not one manager in the

land who has six hundred miles of road that wont pay him a better salary than the president of the United States gets, on the "fifteen per cent. racket." But it has not been done as yet, and with all the smoke consumers, patent snorters, and other devilments, traps, improvements, and contractions, not excluding the big heads, the roads jog along, doing business at the old stand, and on the same brains, and engineers or real good firemen who do know their business are not so numerous as to glut the market, and the newspaper editors who never ran anything beyond an engine with two handles and one wheel, unless when they had a jag on, are so numerous as to make railroad men tired, and frequently so.

It is easy for a coward to deal a blow and run, and it is true that while there are so many thousand men, some few who are a disgrace to the great body of respectable and respected engineers, as well as firemen, it is not true that as a class they are of an inferior order, or inferior capacity, nor are they lacking in the common honesty of such men as are entrusted with the splendid machines, and the priceless lives or merchandise, which is a part of the every day work they are doing and required to do. But in some cases each month they do deeds, in a modest way, that are worthy of the highest commendation, yet such are so quietly done that only in a routine report is the mention made, and it is equally true that very many of the most radical improvements made of late years in the running machinery of the railroads have been the invention of the engineers and firemen, as well as trainmen in their respective departments. And it is equally true that in many cases such inventions have been deliberately pirated by the patent shark or the railroad association, not for the benefit or advantage of the man who suggested it or, perhaps, put it into operation, and in other cases, the inventor has quietly put it into work, and slyly patented it, and when it was proved to be of advantage to all, then some bully would undertake to drive the man into licensing the company, and but rarest knowledge is by any one, to my knowledge, in which the inventor has been treated honorably, or in such a way as would have been to the benefit of all concerned, by the railroad company's officials, unless they had the lion's share of the benefits.

But, the day is soon to come when brains, and honest ones, are to lead in the race. Such men as Tom Scott and others of his kind "from the ranks," dont grow on bushes, or in the lolling chair of the club, and the public are becoming tired of running water in the proportion of three waters to one reality in the railroads of the United States, and the London market has of late shown their spirit in sending back much of the stuff called American railroad bonds for the American capitalists to keep on the American side of the water as an investment! And American bankers and capitalists are also getting very tired of the gang, as a game. After a while it will work out, and then ornamental railroad men will be as useless as some other ornaments in the line of practical engineers, and such are now so plenty.

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The great gains by the compound has caused some work to be done of late in new lines, but it has been done by the men who have to pay for the machines, and to pay for coal to run them and to make a dividend from what is left after paying expenses, and these various items of data are now in such a shape as to lead to some pretty careful looking up the record on at least three of the trunk roads, and the work is to be done quietly but for a period of at least six months to come and every sort of data that is of the least account in the operation of a road is to be put into the account, and it will be faithfully and thoroughly done, as well as with no sort of prejudice.

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One of the roads that has been trying compounds has lately made the discovery that in a compound engine, if the low pressure cylinder cuts off at less than three quarters, it is of no use in reversing, unless she is thrown over clear by and then caught on the fly, and so reversed again. Perhaps some of the steamship men will make the same startling discovery in time, yet the talk is of the proportion of cylinders and the enormous saving in coal.

There is really something yet to be learned as to the compound, if only the advocates will begin at the bottom and not jump clear to the top at the first start. What can be done on a screw with a steam reverser is not easy to do on a locomotive, on the run, but where the gain is when the proportions are not possibly observed, is a point on which some of their owners are now cogitating, but experience is a good school, if sometimes slightly expensive.

The next thing on the boards is the grand superseding by electricity of all the steam roads in this country, and the dude engineers are at it with a vim worthy of a better cause, and one road is now said to be in process of building. Time is the slow but sure healer of many of the ills of life, and the certain demonstrator of the lack of adaptability of some of the tremenjous steps in the march of improvement, but the engineer and fireman are not likely all to starve to death by the patent gang, and that is about after the real style of the great electrical fizzles, so numerous in the list of failures in the year 1893.

The following is interesting, for it is from an authentic source, and from a paper printed in the town named: "The Edison phonograph works, at Orange, N. J., are entirely closed: More than three hundred men were discharged, and it is doubtful if any more machines will be manufactured for a long time. It is an open secret that Mr. Edison is much disappointed by the mechanical as well as the financial failure of the phonograph."

And yet it is only a few months ago that the world was duly notified that all the shorthand writers and amanuenses were to get their living by some other means. The phonograph was to do away with all the reporters and the rest of the working men and women. But, somehow, the business is still done at the old stand, and the phonograph has busted, as well as some of the many companies who

were to make millions out of its patent monopoly. Suthin is wrong, and so it will be with the men with brains and muscle. The great discoveries is really little more than a patent pirating of interests, to the detriment of the public, and like all dishonest schemes, it will sooner or later come to grief, and we boys who have had a little schooling in the school of practice and decency, will do better on the whole to stick to our bread and butter on the old lines for another year, or die in the attempt.

NOTE.—The January number will contain the history of some of the attempts to supplant the steam, and a little history of some of the failures in the same line.—T. PRAY, JR.

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## PRACTICAL TALKS TO YOUNG ENGINEERS.

BY L. B. MOORE.

No. 7.

[Concluded.]

From the first trip that a fireman makes until, after years of faithful service he passes over to the right hand side, and from then, as a full fledged engineer, until, full of years and rheumatism—if he don't get discharged before that time—he retires to private life, uppermost in his mind, taking precedence of everything else, is an incentive to individual advancement. Whether it is for his financial benefit or he is actuated by other motives, it matters not, he is continually looking to better conditions of service. Some, more conscientious than others, expect to gain promotion by meritorious work; others—and we hope they are in the minority—care nothing for the means of their advancement so long as the end is attained. It is this latter class who are the greatest enemies of seniority, because they are at all times required to give an equivalent for their preferment. Their motives are recognized in the mechanical journals and periodicals of the day, which contain strictures against the rule, reflecting only too clearly their own selfish propensities, claiming always that seniority is an obstacle in the way to progress and intellectual advancement; that, instead of enginemen leading or keeping abreast of the spirit of the present in theory and practice in applied mechanics, they are lagging in the rear from the fact that they are not obliged to excel, their future being assured under the operation of the seniority rule. In considering such arguments we must either question the honesty of their propounders or condemn their ignorance. This is the gist of the rule in effect on nearly all American railroads: "That, in the matter of promotion, merit and ability being equal, seniority shall govern." It will be observed that promotion is conditional on the merit and efficiency of those whom it affects, therefore providing

against any contingency that might arise to prevent advancement, and only those who labor in accord with its spirit can expect to merit its full fruition. The rule is fair in every respect; no conscientious man can question its equity. Between the lines we may read the language of a promissory note: "for value received" and "promise to pay." Those who are oldest in the service, if they are up to the standard, are manifestly greater factors in promoting the welfare and prosperity of the company than those who are not, and should be rewarded with the best positions on runs. The rank and file of railroad men have always recognized its fairness; it has been practiced from a time long before the rule was formulated, the reasons for its adoption being: 1st, to prevent favoritism; 2d, to check the traffic in desirable positions; and, lastly, to save men from themselves, men who would supplant those whose long and faithful service entitles them to better positions. To some who read this it may seem to be rather a serious charge that these conditions do exist, but it has been demonstrated many times that there are enginemen who, to further their individual interests, losing sight of the greatest good to the greatest number, have been guilty of questionable acts. There are also those in authority who are enemies of the rule because it prevents the parceling out of favors to a few sycophants who have, by their peculiar methods, ingratiated themselves into favor. But, who is to be the judge of the merit and ability required? Your record as an engineer or fireman, not the master mechanic, who by virtue of his prerogative, decides the question, but the character of your previous work. For there is a record of errors and omissions that you may have been guilty of, with which you are debited, day and date, the credit being a well defined impression of previous good conduct. There may be a chance for criticism of this peculiar method of bookkeeping, but there is little danger of its being misused. If, under the operation of seniority, the locomotive service has not improved in the past, and engineers have not made advancement commensurate with improved conditions and appliances, it is certainly no fault of the rule, but from a lack of its enforcement. For it is a well known fact that men, in the abstract, will not create a standard for their own government, but will comply with the requirements of one adopted for their guidance. If, therefore, there is deterioration in the service, railroad companies are solely to blame. And you young men who labor under the impression that all you have to do is to grow old to reap the benefits of seniority, had better dispel the idea and begin to hustle. In my talks with you in the year that is nearly passed I have endeavored to impress upon you the importance of mental culture and self reliance. By self reliance I do not mean independence, but the necessity of following your judgment, in accordance with the conditions with which you are surrounded, without depending altogether on the experience and advice of others. By doing your own thinking you enlarge the scope of your mental faculties and make it possible to adapt yourselves to adverse circumstances which vary with nearly every trip. With this

number of the **MAGAZINE** the old year will be nearly gone, and my talks with you under this caption will end. If, in the coming year, I can speak in any way for your benefit I shall gladly do so, and I earnestly hope that the year 1894 will find you all better equipped, through hard study, to honor one of the noblest vocations in existence—that of locomotive engineer.

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### TORPEDOES VS. FUSEES.

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MR. EDITOR:—In view of the many disastrous rear end collisions, which have become altogether too frequent within the past few months, a method of protecting the rear end of trains from damage seems an urgent necessity and worthy of the most careful consideration, particularly on roads not provided with a good block system, and even on these systems some additional safety seems to be needed. The rear brakeman is required to go back and flag whenever his train comes to a stop, but this sometimes fails on account of the rush of business on some roads, hardly giving time enough between the trains to permit the flagman to get back far enough to protect his train. If the flagman gets back far enough to protect the train and is called in, most roads require him to fasten a torpedo on the track, and then another one when half way to the train. This is done to protect the train while the flagman may be on his way toward his train. Accordingly, the rules, to be safe, require the train striking torpedoes to come to a full stop, and then to proceed with the utmost care until the cause of danger is known or the obstruction is reached and passed. Now, let us see how this rule works, or rather, fails to work. As an actual fact, seventeen torpedoes have been found and exploded by a train in about seven and one-half miles, and no sign of the train found which placed them. According to rules, seventeen full stops; seventeen placing of torpedoes for the next train behind; seventeen slow runs to the next torpedo, or to the end of the road; for not having found the cause or passed the obstruction the injunction to run slow must remain in force to the end of the trip. To stop, place torpedoes at proper distance, call in flag and start seventeen times would take about two hours, and in that time you have traveled seven and one-half miles and fixed the road so that the train following must take just as much time in passing over the same piece of track, and so on *ad finitum*. With such a system, how would it do to obey the rules for one week, and probably have all the trains out on the road at once, with no likelihood of their coming in pretty soon? Torpedoes flag too much, for they pay no attention to the time which has lapsed since they were placed, or to the distance which has been covered by the train for

which they were placed, and we know that they have been exploded under our wheels over ten hours after they were placed by trains which we met on our double track road early on Sunday morning. Doing too much, they do not do enough, for as "familiarity breeds contempt," the sowing of the track with torpedoes, as practiced on many roads, has led to a disregard of the orders, for no one could obey them without placing their own train in jeopardy from other trains behind, which would be sure to overtake you.

We have before called attention to the greater value of a time fusee, the color of which would inform you that a train had passed the spot within five or ten minutes, and would at once put the rear train on guard, knowing full well that they were getting so close to the head train as would need extra care to avoid accident. The fusee has another advantage also in the fact that at the first intimation that the train is coming to a stop, a fusee could be lighted and thrown along the track, and it has been suggested that, as the engineer often knows when or where he wishes to stop before any one else, a supply of fusees be placed in his care, and that whenever he makes a stop, of which he is aware before hand, he drop a lighted fusee a mile or so from the point he wishes to stop at. A supply of fusees at both ends of the train, and used whenever there is occasion, would surely prove a safeguard, because they would do away with useless alarm, and when they were seen they would be accepted as conclusive proof that the preceding train was not far ahead, and might be found very near. This forewarning, followed by even the feeblest attempt to flag, would be sure to prevent the repetition of the horrors which have so often shocked us, and would assure us a greater immunity from accident, if it did not prevent them altogether, and it is, therefore, in line with the duty we owe ourselves and the public to agitate this matter, and if possible to secure the use of the fusee instead of the too muchly "played" torpedo.

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W. J. Edwards has kindly answered my question as to the circumstances of the case when he arrived at a water station with an inch of water on the crownsheet and no water in the engine tank, but it does seem to me as if the question: Was there any good reason why they should "kill" her? is still unanswered. Let us look at the facts as stated by Bro Edwards, and see what they were. He says that they got to the water station with thirty pounds of steam and an inch of water on the crownsheet. Of course, this is rather low, but if the crownsheet was covered with even this thin layer of water the plates could not be heated, and that such was the case seems to be proven by the attempt that was made to use the injector as soon as the water commenced to run into the engine's tank. Feeling safe to do this, when they got to the plug, it would have been a question of a few minutes only to fill the tank, and with the pressure so low as not to work the "pop," and using no steam, she would keep her water level for awhile until the injector had enough water to permit it to work freely, as it seems it did when the

tank was filled up. The crownsheet must have been covered, for it would have shown the effects of it when the boiler was at once filled up with cold water, as was done in the case under consideration, and starting with this assumption, and the idea of getting to work and over the road as soon as possible, it would seem to me that the best way to manage in a case of this kind would be, to put in a small amount of water, say one solid gauge, and then increase the pressure by the use of the blower. On most locomotives, in raising steam from thirty up to one hundred pounds, the water would also seem to increase, for the one gauge will often seem to be two solid ones, but if it should not raise in this way, after having raised the pressure, more water could be added from time to time, until the level would be at its normal point. While it is true that steam is not absolutely necessary to kindle up a fire, it is also true that thirty pounds of pressure, while it would be of but little use for effective work, would form a good starter to get more steam from, and in a much shorter time than it could be had from a boiler full of cold water. Instances will, no doubt, rise to the memory of most every engineman, of having come to a tank or a passing or meeting point with steam and water both far below the maximum, and in some cases, near the minimum points, but no one would despair, for in thirty minutes, or even less time, steam and water have been (and can be again) raised from the lowest to the highest marks, by using what is left of the steam to get more with.

Bro. Edwards' engine, having a boiler full of cold water and no fire or steam, was certainly "dead," and even under the most favorable circumstances (that is, with wood for kindlings in sufficient quantities handy by) could not be ready to resume work in much less than one and one-half hours, thus showing a difference of an hour in favor of the other plan.

Bro. Edwards says he does not like the idea of firing up an engine with less than three gauges of water in her boiler, but does not give his reason for it. Good reasons can, however, be given against the introduction of a large quantity of water, thus reducing the heat of the boiler, causing great contraction of the plates, and their expansion again with the re-heating of the boiler, as these sudden and great fluctuations of temperature are not conducive to the safety or life of the boiler and flues, and ought to be avoided as much as possible at all times. It would thus appear as if it would have been a better policy to increase the amount of steam and of water gradually, instead of filling up with water only and having no steam to help you fire with. Other local reasons (not to be discerned at a distance) may, however, have entered into consideration and governed the actions of our friend Edwards, and he may have done the best thing possible under the circumstances.

The water question, or rather, proper water level to be maintained in the boiler, has almost as many answers as there are hands at the throttle; some say one gauge is enough, for you cannot hurt a boiler while you have a gauge of water; others say they never felt



safe without water in the top gauge; others, again, say that the top gauge was meant for steam, and shut off the supply when they find water in the top gauge; others continue to force water into the boiler until they can try it by the whistle or the cylinder cocks, and each one, of course, will claim that their plan is the best, or at least, that they are doing the best that they can for themselves and their employers. With so much conflicting theory and experience laid before him, the young engineer is left to take his choice of methods, and happy the man who chooses wisely. In this matter (as well as in most all human affairs) it may be well to strike a happy medium; neither too high, nor too low, but rather "betwixt and between," as the common expression is. In the first place, we need lots of steam to do the work laid out for us, and to make steam, we need water, and the aim should be to put the water into the boiler at such times and in such quantity as would keep up the level without affecting the steam pressure any more than we can help. If there is a good quantity of water in the boiler, it will be less affected by the introduction of cold water than a smaller quantity would be; hence, one good reason for having a boiler full, but from this they are apt to run the water level too high, and to forget that dry steam is the most effective in doing work, and also the easiest on the machinery.

Even with the best chosen plan and the most earnest desire to preserve some constant water level, the exigencies of the service will require deviations at times from your standard in order to make your points and prevent "lay outs."

*William Weiler.*

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### OILING.

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MR. EDITOR:—Mr. L. B. Moore, in the October number of the *MAGAZINE*, advances some ideas in regard to oiling that I do not think would stand the test of actual practice. He advocates a light oiling in starting out, contrary to the practice of most engineers; and says that driving-boxes, if properly packed, should run a hundred miles on one oiling,

If driving-box cellars were packed every trip it might be safe to run them that distance, but I think it very doubtful. I would prefer to let some one else try the experiment. In my experience I have found that driving-boxes need more care, more oil, and are much more apt to give trouble than engine trucks. In my opinion driving-boxes should be oiled every thirty or forty miles. I always oil wedges and boxes at the same time. I think that better and more economical results can be obtained by giving a comparatively light oiling at more frequent intervals than by attempting to make a very long run. I believe it best to give an engine a heavy oiling before starting also.

As a rule, an engine before reaching a terminal, has run so far after the last oiling that the oil applied has nearly, if not quite all, been used up. What little oil feeds down to bearings or cellars while the engine is standing in the house would not be sufficient to supply the required amount of lubrication.

In oiling, as in everything else, as high a degree of economy as possible should be practiced, but there is no economy in running any risk of allowing journals or other bearings to run hot or get to cutting from lack of oil. "A *pint* of prevention is worth a *gallon* of cure."

I wonder if Mr. Moore has tried his ideas in actual service or is simply advancing untried theories.

If any of the brothers have tried his plan I would like to hear from them.

MINNEAPOLIS, MINN.

*D. Lucas.*

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#### ANSWERING MR. NORTON'S QUESTIONS.

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MR. EDITOR:—In answer to Mr. Norton's questions in November MAGAZINE, will say that the triple valve receives its name because it is a valve of three distinct parts, or, in other words, three valves in one. The word "triple" is synonymous with "treble," that is, three-fold, or three units. Second. The main piston in the triple valve has a vertical movement, and, in making application of brakes, follows the reduction in train pipe, while the piston in brake valve has a perpendicular travel and travels ahead of the pressure in train pipe. The former is a piston and slide valve combined, while the latter is simply a piston-valve. The piston in triple valve is operated by pressure from the auxiliary reservoir, while the piston in brake valve is operated by pressure from the train pipe. Third. It will be observed by comparing the old style triple valve with the quick action, that the latter preserves about all the features of the former; the emergency valve, with its attachments, being the improvement. It often happens that the graduating spring to the main piston in triple valve becomes impaired to such an extent that it will allow this piston to travel far enough, under a reduction of eight pounds, to put the port in slide valve in communication with the emergency valve. The pressure which trips emergency valve must come from the auxiliary, and must come on top of emergency valve in order to force it downward, and, as the emergency valve is forced downward, it trips a check valve, allowing the local pressure in train pipe to combine with auxiliary pressure. There is no way whereby pressure from auxiliary could reach emergency valve, except through the port made in the slide valve which is attached to the piston on triple valve, and this

port is opened by the triple valve traveling all, or nearly all, the length of its cylinder; thus it will be seen that if the graduating spring, even under a slight reduction, permitted the main piston to travel far enough, it would put the emergency valve in communication with auxiliary and cause valve to act, while the triple on another car might be acting as in a service application. In answer to the fourth question, I do not see how there could be any blow out of the pressure retaining valve unless there was a leak in the valve. I wish to ask: Is there any quicker action with the quick action triple, in service application, than with the old style? If so, why? Also, how would you detect a leak in the piston packing of the triple valve? both main piston and piston of emergency valve?

AMORY, MISS.

*James Carey.*

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#### DOESN'T AGREE WITH CAREY.

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MR. EDITOR:—I infer from Mr. Carey's answer to Mr. Garaghty's question, that, with the new triple, he would first release and re-charge train pipe before making an emergency application, when partial service application is on. I do not agree with him there. I think that if he is on the right side of an engine, and makes a practice of handling the brake that way, there will come a time when he will wish he had done differently. As I understand it, an emergency means stop. We will take a train at forty miles per hour; the engineer gets a slow signal and makes a service application of from six to ten pounds. His train is slowed down to, say thirty miles per hour, when he gets a signal that calls for an emergency application. Suppose he first puts handle to release position and re-charges train pipe before making the emergency application. His train is running thirty miles per hour and every second means 44 feet. If he does not wait for brakes to release he cannot get an emergency, and before he could get the benefit of his extra braking power he could have had the train stopped. He can figure his own time for brakes to release. Now, if he puts the handle to emergency at once no time is lost, and as twenty pounds reduction sets the brake hard, what more does he want? The other way he loses time, and time in an emergency means everything. Of course when he releases and then puts handle to emergency, he wakes the passengers up, if he has any, and lets the trainmen know that the brakes are set. I agree with J. R. Norton, and when an engineer makes a statement—as it is reported that one did after a recent wreck—that it takes a certain number of seconds to re-charge train pipe from twenty pounds to seventy—a reduction of fifty pounds—I would like to ask what he made such a reduction for?

HUDSON, MICH.

*J. E. Chase.*

## AIR BRAKE QUESTIONS.

MR. EDITOR:—In my November article I spoke of the action of the triple valve. This time I will try to show how the air acts in auxiliary reservoirs and brake cylinders. With a travel of eight inches to the piston, the auxiliary reservoir pressure will equalize in brake cylinder at about fifty pounds to the square inch, with seventy pounds pressure in auxiliary and the Westinghouse standard freight cylinder. Were we to place a gauge on auxiliary reservoir and on brake cylinder, we should find that we must draw about ten pounds from auxiliary reservoir before gauge on brake cylinder began to register at all, and when about fifteen pounds pressure had been drawn from auxiliary the gauge on brake cylinder would register about fifteen pounds. Now, if we draw off five pounds more from the auxiliary reservoir, we reduce the pressure to fifty pounds, and, with this last reduction of five pounds, we placed 35 pounds in the brake cylinder, making the two pressures equal. From the above, it should be clear to any practical man that we do not begin to do any braking of consequence until after we have drawn about fifteen pounds from auxiliary, and from that point, for every pound drawn from auxiliary we place about seven pounds in brake cylinder; power increases very rapidly after all slack is taken up and the brake cylinder is already full of air. Now, if piston had a travel of only four and one-half inches, pressure would equalize at about sixty pounds instead of at fifty, with a standard pressure of seventy pounds; and the gauge on brake cylinder would begin to register a great deal earlier than with the eight-inch travel. Thus, it will be seen that the travel of the piston has a great deal to do with the braking power; the more the travel of the piston is reduced, the more the braking power is increased.

In answer to my November questions, will say that a triple valve is so called, mechanically, because it is constructed with parts doing the work of three distinct valves; namely, the main piston acts as a graduating valve, opening and closing the service application port; and the main slide valve, which governs three ports in the old triple and four in the quick action. And it is termed "triple" from a practical standpoint, because the air passes through it three times to do its work; namely, from train pipe through triple to auxiliary; from auxiliary through triple to brake cylinder to apply the brake; and from brake cylinder through triple to atmosphere to release the brake. The main piston in triple and the equalizing piston in brake valve work simultaneously with each other. The valve will act in emergency with a reduction of 6 or 8 pounds, and work all right in service application with a reduction of from 3 to 5 pounds, if the graduating spring is broken or weak.

What is the cause of the entire train working in emergency, when handle is moved to release position from service application? Brake would go on in emergency, but would release all right shortly after.

SAN ANTONIO, TEX.

J. R. Norton.

# WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER, STANFORD UNIVERSITY, CALIFORNIA.

## CHRISTMAS, 1893.

So soon! What has become of the past twelve months? They have slipped like beads from a string, and rolled away where we can never find them more. We can remember a time, all of us, when it seemed as if the holidays would never come, when a week appeared a long stretch if measured by Saturdays, a month was an age, and a year was an eternity. Now we say earnestly, "Good by; I will meet you a year from now, in San Francisco, or New York, or London." The months fly, and before we have accomplished the half of what we set out to do the time has come to prepare for our journey. We are approaching the age when only electricity can furnish the motive power necessary for our requirements. The time is at hand when we must be able to get what we want by "pressing the button" and having it immediately supplied. We cannot wait. He who hesitates is lost in the rush. There is a dash, an excitement in this race against time that we enjoy. Sometimes, when the pressure becomes too strong and we are overcome, for the moment, by a great weariness of mind and body, there comes upon us an intense longing for rest, for a quiet spot away from the madding crowd, for seclusion from the haste, the noise, the struggle that mark the going out of the century.

But this desire is purely imaginary. If it be gratified, if we withdraw from the world and its exacting occupations, from that competition which stimulates and brings out our strongest qualities, from the association with the men and the things which have made the greater part of our daily life, it is but a short time until we are possessed with the craving to get in the midst of it all again. The rest that we hoped so to enjoy is replaced by an unrest and a desire for the old life. It is sweet to be awakened by the song of the meadow lark and to look out upon forest and field while we are making our toilet, and then—we want our morning paper—and we want to get down street to see what is going on. Almost every man has dreams of a time when he will retire from business and have a suburban home and enjoy an unbroken leisure; but when that time comes he begins to stagnate, to lose his influence among men and his interest in life. He gets old fast and soon drops out of sight.

Complain as we may of the never-ending push and hurry of the present age, they are really what give a zest to existence. We would no more return to the quiet and leisure of our ancestors than we would to their wagon roads and tallow candles and cold bedrooms.

"Many of our cares are but a morbid way of looking at our privileges," said Henry Ward Beecher. It is, indeed, a great privilege to live in this advanced age. It will be a still greater one to live a century hence. Wrongs exist now, they always have existed, they always will exist, but the world is infinitely better than ever before. We are getting away from the savagery and the superstition of the past. It is true we still have outcroppings of these, individual cases, but very few in comparison with the number of people, and there is no public sentiment to support them as there was in the olden times. Men and women are better educated, broader in their views, more charitable and humane, much more just and tolerant. They are learning how to live. If we pick out special cases of depravity we may well believe that we have made no progress, but when we take a wide and general view we find a great encouragement. The establishment of libraries, of universities, of public schools, of kindergartens for the youngest children, promises a time when there need be no ignorance. The founding of hospitals, asylums, missions, homes, shows the care that is given to the unfortunates. The forming of societies for every possible purpose, for scientific research, for literary culture, for charitable work, for the study of social problems, indicate the progressive tendencies of the age toward what is needed for the improvement of mankind.

The World's Fair, which marks this as one of the great years in our history, illustrates the wonderful advance that has been made in material things, an exhibition that the most vivid imagination could not have conceived of a century ago. In connection with this was the series of congresses, which called together the finest intellects of the age in the various kinds of special work, closing with the great Parliament of Religions. In this one saw the representatives of all the leading religions of the world, speaking from the same platform in a spirit of perfect harmony and peace. This would never have been possible in any preceding age, and it affords a magnificent object lesson in the tolerant spirit and broad outlook of the present generation. The opening of these congresses with the great Woman's Parliament presented a spectacle never before seen. Four hundred talented women speakers gathered from all the civilized nations of the globe, addressing audiences of ten thousand women, is an occurrence which should inspire every woman with the highest courage and faith in the future.

And so we have but to look about us on every hand, to see the indisputable evidences of the world's progress. As a matter of course we must have our croakers and prophets of evil. No age has ever been free from them. Perhaps there may be some reason why they should exist. Possibly they may act as a brake upon the wheels. They form an important factor in that curious element known as politics, working upon the passions and prejudices of the ignorant and unstable. One class of them insists that, in our race for wealth and honor and advancement, we are wearing ourselves out and shortening our lives; but statistics show that longevity is increasing

and people live longer than they used to. Even if this were not true, it is better to have lived to some purpose than merely to have existed for a long period of years. We have made remarkable advancement in our knowledge of the cause and prevention of diseases, of the laws of sanitation and hygiene, of the proper methods of dress, of the care of children. The pessimists insist that in this rapid march of civilization we are losing our grasp on religious things and are failing to make the necessary preparation for a future life. Surely there could be no better preparation for the next world than a good and useful life in this. It is with the work which is given us to do here that we need most to be concerned. It is by serving our fellow men faithfully and conscientiously that we best can serve our Creator.

It is true that in many homes there will be no celebration of Christmas this year, that many children will receive no remembrance of the day; but it is also probable that more children will be remembered on this day than ever before, because each year the Christmas festival is more generally observed. Formerly it was a mere private, family enjoyment. Now there is an effort to render it a pleasant day for all children; the Sunday schools makes it a joyous occasion; all of the penal and charitable institutions celebrate it; dinners are given to the newsboys and bootblacks and multitudes of the waifs of large cities; and countless thousands of private benefactions are made on this day of which the world knows nothing. Many men and women of wealth contribute money and time to make this a day of pleasure for those less fortunate than themselves. We need to remember these things when we are tempted to take a skeptical or pessimistic view of life. Human nature always will be imperfect, the world always will contain inequalities, there always will be crime and want and sorrow, but the truth to which we must hold fast is that there is a steady evolution toward a higher type of humanity. The world will deal more kindly with our children than it has with us; it will hold greater possibilities for them, it will give them a larger, higher, finer life than we have been able to attain. These are some of the reflections that should give us renewed courage and hopefulness as we enter upon another New Year.

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## THE DEATH OF A NOBLE WOMAN.

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The sweetest face among all the beautiful ones at the great Woman's Congress at Chicago last May, was that of Lucy Stone. I wish I could describe it as it looks to me from a picture on my writing desk. Lucy Stone was one of that little pioneer band of woman suffragists who for more than forty years have been made the subject of ridicule and slander. They have been described as big, gaunt, short-haired, loud-voiced and masculine, and the vast majority of people, who never have seen and heard these women, are apt to be prejudiced by these cruel misrepresentations. Not in the case of

any of them is this description correct—least of all in regard to Lucy Stone. She was short and plump, her face as fresh as a young girl's and dimpling when she spoke; her soft, white hair parted smoothly over her forehead and drawn back under a fine square of white lace, whose ends were brought around and crossed upon her bosom. When she spoke in her low, sweet voice, with her little white hands folded together, she was an ideal type of a gentle, lovable, motherly woman. "Where is Lucy Stone?" was the first question of every one at the congress, and people followed her from hall to hall and hung upon her every word. She was enthusiastically cheered, the newspapers gave her columns of space, and women gathered about her, eager to touch the hem of her garment. And yet, within the memory of the present generation, she has been assailed upon the platform with eggs, a stream of cold water poured upon her from the hose and books thrown at her head for advocating the same principles that were received with loud acclamations in the World's Congress of 1893. She stood firm and the public sentiment came up to her standard.

She was born in 1818 and had just completed seventy-five beautiful years when she resigned her work into other hands. She was born on a New England farm, the eighth of nine children, and endured all the hardships incident to farm life in those early days. She was a bright scholar, but when she wanted to go to college, as her brothers did, her father called her crazy. She displayed then the same fearlessness and determination which characterized all her life. She picked and sold berries and nuts to buy books, studied and taught, receiving only a small fraction of the wages paid to men teachers, until at length, with her small pittance, she went to Oberlin, Ohio, College, the only one that admitted women. Here she taught in the preparatory department, worked in the young ladies' boarding hall at three cents an hour, and boarded herself at a cost of fifty cents a week. Thus she completed her college course. She was not allowed to read her graduating essay because it was considered a disgrace for a woman to appear upon the platform, but she was told that one of the professors would read it for her. Whereupon she declined to write it.

From childhood her heart was profoundly stirred by the wrong and injustice of the world. While in college she taught the fugitive slaves who crossed the Ohio river, and, immediately after her graduation, she was regularly engaged to lecture for the National Anti-Slavery Society, and was one of their strongest and most effective speakers. The wrongs of women, however, stirred her heart more deeply even than the wrongs of the slaves, and she began to incorporate so much of women's rights in her lectures that the leaders of the anti-slavery movement were frightened, and she finally agreed to divide her time between the two subjects. She was entirely alone in her work for women. This was in 1847, and the subject had never been agitated. Her posters were torn down, her meetings broken up and every insult and indignity were heaped upon her. In 1855 she was married to Henry B. Blackwell, a young hardware merchant of



Cincinnati, Ohio, a strong abolitionist and woman suffragist, who gained her consent only by pleading that two together could do better work than one alone. At the time of their marriage they made a joint protest against the inequalities of the law which gave to the husband the full control of his wife's person, property and children. She was not willing to lose the individuality of her own name and accordingly she has retained the use of it all these years.

The marriage proved one of great happiness and congeniality. One daughter was born, Alice Stone Blackwell, who is a striking illustration of the effects of heredity and environment. She is a keen and brilliant writer, a forcible speaker and a powerful factor in the reform work which has occupied the lifetime of her father and mother. The slavery question was settled over a quarter of a century ago with the loss of more than three hundred thousand men. The cause of woman's rights is still an issue. In 1866 Lucy Stone helped to organize the American Equal Rights Association, to work for both negroes and women, and was chairman of its executive committee. In 1869, with Wm. Lloyd Garrison, George William Curtis, Julia Ward Howe, Mary A. Livermore and others, she organized the American Woman Suffrage Association, and was chairman of its executive committee for nearly twenty years. The *Woman's Journal* was founded in Boston in 1870, mostly with money raised through her efforts, and she has been its editor-in-chief since 1872, assisted by her husband and daughter. It is a strong, clean, reliable paper and has been a powerful factor in bringing about the great change in public opinion in regard to equal rights for women. The death of Lucy Stone ends a remarkable career, a brave life devoted to a noble purpose. Fifty years of persistent effort—for what? Simply an equal right with man in the privileges of a republican government. There is a feeling of great sadness and regret that she could not live to win the victory, but she beheld the dawn, and even more. She saw women enjoying every advantage of education, every opportunity of work, every privilege of free speech and action, a great advancement in the equality of the laws, and with a limited but increasing use of the supreme right of the ballot. It will not be forgotten in the future generations how much this one courageous woman contributed to secure all this. When all who made the battle hardest shall have passed from memory Lucy Stone will still be held in blessed recollection.

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## CURRENT NOTES.

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When a girl of fourteen years was taken from a house of ill-repute in San Francisco, a few days ago, and carried to the police court, the eminent women lawyer, Mrs. Clara Foltz, stated that she would see that the girl was cared for by the Magdalen asylum. She then declared that the penal code does not go far enough when it provides

a punishment for those parents only who fail to furnish food, clothing, shelter and medicine for their children. It should hold them responsible for permitting the children to have vicious associations or for setting a wicked example before them in their own conduct, by getting drunk or doing any licentious act in their presence. She announced that she should introduce a bill in the next legislature providing a punishment for fathers and mothers who commit a crime against their children in this respect. She was assured by the judge and prosecuting attorney of their hearty support of such a bill. Now what is needed is a legislature composed partly of mothers, representing a constituency of women. Until we have this, the best interests of women and children never will be properly protected.

The New York *Sun* says:

That women are wresting from men the means of subsistence and crowding them out of places that are legitimately theirs, is, at present, the popular cry of indigent and indolent masculines. As if any woman would plunge into the icy waters of self-support if there stood a man on the brink ready to hold out a helping hand to her. The latest feminine ventures, however, in this direction have been strictly within the limits of woman's work. Ladies, both in England and this country, who have been educated for a different sphere, have invested their little all in millinery.

There are two points worth noticing in this paragraph: 1st, That women are not rushing into the hard work necessary for self-support altogether from choice, but because of the inability or the disinclination of the men of their family to support them. This is, in a large measure, true. 2d, That those whom the writer mentions "are strictly within the limits of woman's work," viz: millinery. Who laid down the law that millinery is strictly work? In every city in the country there are millinery establishments owned and managed by men, who make fortunes out of them. But perhaps the limit of the woman's share in the millinery business is to sit in a little back room and trim bonnets?

Apropos of this, a young woman of Springfield, Ohio, has just received the degree of electrical engineer, leading her class all through the course in the Ohio State University. She has taken a position with the Westinghouse Electrical Company at Pittsburg. In the paper which contained an account of this young woman, is an article on the seamstresses of the country whose average earnings are about 50 cents a day, at the most wearisome occupation in the world. Some one should go to this misguided young woman and convince her that she is out of her sphere, and that she should drop electricity and take up the needle.

The last legislature in Connecticut gave school suffrage to women, and the papers tell us they are registering in large numbers, in some instances walking several miles in the rain for this purpose. The same is true in New York state. The women must go through with all the legal formalities required of men and yet have only school suffrage as a reward. How many men would go to the trouble of registering, paying poll tax, showing tax receipts, etc., merely for the privilege of voting for school commissioner? And yet when women

do not turn out *en masse* for this purpose the cry is raised, "O, women do not exercise the suffrage when they have it."

At a recent meeting of Sorosis in New York one of the speakers said that what the children of the abject poor need above all else is affection. There is much truth in this. The mothers are overworked, unhappy, very often demoralized by drink or drugs, the fathers are brutalized by the wretched lives they lead, the children are regarded as a nuisance and they know nothing of the love and tenderness that are lavished upon those who are born into more fortunate surroundings. We may well believe that their little hearts hunger and thirst for that affection which ought to be every child's birthright, and that, if they could come under its influence many a one might be saved from a life of shame and crime.

Among the late inventions is an electric door opener and closer. The person does not have even to press the button, but when he steps upon the door mat he starts an electric circuit, the door swings open, he enters, and it closes behind him. This invention has its advantages and its disadvantages. Winter will be robbed of half its terrors when we no longer wear out our lungs and our patience on that individual who never shuts a door. On the other hand, it will be a great boon to the man who spends the evening with a few friends and cannot find the keyhole upon his return home. But then, how is a wife to exercise any discipline if she cannot take her husband's night-key away from him when he has abused its privileges? And how, oh, how, is an explosion to be prevented if the husband can not rush out and slam the door behind him when his wife gets the best of an argument?

The supreme court of Michigan has declared unconstitutional the act of the last legislature which gave municipal suffrage to the women of that state. And so there will be all the hard work again of getting another bill through both houses; while the opponents of the measure with their usual logic will probably quote this court decision as a proof that women do not want suffrage.

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## OUR CONTRIBUTORS.

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A correspondent writes from West Oakland, Cal., that a Ladies' Auxiliary has been organized there.—Mrs. W. F. W., Columbia, Tenn.: Our orders are imperative not to print obituary poetry in the Woman's Department, and consequently we cannot use yours.—Mrs. Jessie Harmon, of Centralia, Ill., writes that she had no intention of committing plagiarism in sending to the July MAGAZINE the article entitled "Adrift on the World." She saw it in the *Trainmen's Journal* and, thinking it would be a good article for the Woman's Department of the FIREMEN'S MAGAZINE, copied and sent it, not intending it as original. The editor is not a mind reader, and

as the article was signed with Mrs. Harmon's name, with nothing to indicate that it had been copied, it naturally went in as original. The apology is accepted, but we will ask our correspondents hereafter to use some distinguishing marks.—Inquiries still continue to be sent to the editor of this department as to the methods of organizing Ladies' Auxiliaries to the B. of L. F. In the November number of the MAGAZINE will be found a list of the national officers of these auxiliaries, and they are the proper persons to apply to for information.—For several months the MAGAZINE has been so crowded that it has been impossible to publish the communications that were sent in for this department. A number of readable articles have been forwarded to the publisher each month and we are assured that they will eventually appear. We have no space for communications that are dashed off in a hurry, with the promise of something better next time. Our correspondents must prepare their articles carefully and do the best work they are capable of, and we will try to find room for them.—The *Doll's Dressmaker*, the *People's Magazine*, and other periodicals to which our gifted writer, Miss Ida Orrell, was a contributor, contain notices expressing regret at her early death. The *Nonpareil*, of Cincinnati, says:

It is with sadness that we chronicle the death of one whom though we never had seen, it seems as if we knew,—one known also to the children of "The Corner," and one of the earliest and most enthusiastic members (indeed the first lady applicant) of the temporary organization of what is now known as the American Agent's Association. It is to be greatly regretted that she has been cut off in her youth—in the days of her usefulness,—for we believe, had she lived, she would have become famous both as an author and an agent.

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### CHRISTMAS.

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Yes, it is time to prepare for Christmas giving. It is such a little while since we penned our last year's Christmas greeting. Only twelve short months. But they seem like twelve long, dark, unending years, stretching out into an unexplored territory into which all mankind are surely journeying. Another Christmas, with its festivities and its disappointments, brings us a year nearer the vast unexplored country to which so many of the human family in the past year have gone, and from which none ever return. No telegram comes to tell us of their safe arrival. We do not go to the postoffice expecting to get a letter from them telling us that they are well and happy. We expect no Christmas present from them. Neither do we expect to send a long-coveted volume of poems, or a delicate, perfumed bit of fancy work to them. Our beloved have gone from us, and all visible communication has been closed. We stand in our great loneliness, alone. We have been told that this unexplored land is a beautiful city. Much has been written about its wealth and beauty, its peace and happiness, but it does not comfort us, because no Stanley has penetrated this silent, mysterious land and returned, a living witness to testify to the truth of the things written thereof. So we take a last lingering look, wipe the tears from our eyes, and turn to earth's suffering children. We will put aside our sorrow that we may make less dreary some one else's Christmas day. For Christmas in 1893 will dawn upon nearly or quite 3,000,000 of unemployed laborers. Will they have a merry Christmas? Some of them may, but there will be thousands of homes into which the wolf of hunger and cold will enter.

He will devour men, women and children. The cry has already gone up over the land for bread, bread, and the tramp, tramp of many feet tell us that "Peace on earth and good will to men" is a farce. Why are these men tramping, homeless, on Christmas day, while others sit in elegant pews in churches that cost thousands, listening to a grand sermon delivered by a high salaried preacher? If these same tramps were to tramp into one of these refined churches, what a disturbance it would create.

Sometimes, in my visions and dreams, I fancy I see them tramping into heaven, for there will be no lockout there, for "the first shall be last, and the last first." Let us "do unto others as we would have others do unto us." Deny ourselves, and even those we love best, of unnecessary things, that we may have the more to give to the poor. Let us give Christmas gifts to those who have no gifts to give, forgetting, for at least this one day, self interest; put our own sorrows aside that some one else's may be lightened. For, in a little while, we shall all go into that unknown land naked and poor, carrying no relics of wealth or position with us. Then may no one be able to say to us: "In 1893, December 25, I was an hungered and ye gave me no meat; thirsty, and ye gave me no drink; naked, and ye clothed me not; sick and in prison, and ye visited me not."

You are your brother's keeper; this is the only religion that will survive. You, my brother, you, my sister, will have to measure up to it, no matter of what creed or faith you may be. Do a generous deed on Christmas day; go out among the poor, even if you miss the Christmas sermon. Think how many of these poor unfortunates never see inside a church; they are your neighbor, your brothers and sisters. Visit them.

MURPHYSBORO, ILL.

Mrs. M. Orrell.

SIoux CITY, IA., Oct. 6, 1893.

Mrs. A. Harper, Indianapolis, Ind.

DEAR MRS. HARPER:—Having received the FIREMAN'S MAGAZINE for the month of Oct. and on looking through the Woman's Dept. I failed to see two peices of poetry I had written to be published in this month's MAGAZINE. Now if you do not want to put them in you will kindly return the peices, as if I know anything about poetry the peices I have written are certainly as good as some of the peices that have been put in the MAGAZINE. I have already sent you 8 peices and not one of them have appeared in the MAGAZINE. If you will please explain why they were not printed I will be somewhat relieved. I do not like the idea of sending in peices and never seeing any of them in the MAGAZINE. I am entitled to some space in the MAGAZINE as well as the other women. So you will either put the peice entitled Fireman in for the month of November or return it and also about the peice of the Cow Boy's address to his sweetheart. Mrs. Harper, you will greatly relieve me if you did either of these two propositions I have stipulated. Hoping to receive some explanation of this matter, I am

Very respectfully,

K. T. M.

P. S.—If you find these propositions repulsive please return the 3 peices I have sent to be published in the MAGAZINE and rest assured I will not contribute any more poetry or prose to the MAGAZINE. I have waited long enough and decided that an explanation on your part must be required before I finally make up my mind about sending any more matter to you.

[Our very great regard for Miss M's reputation prevented our publishing her rhymes. We considered that we were doing her a kindness. We do not return any rejected manuscript unless stamps are enclosed for this purpose, and as Miss M. sent none, her articles were not preserved.—ED.]

## CHRISTMAS COMES BUT ONCE A YEAR.

"Christmas is coming, Christmas is coming; hoorah!"

The very children in the street have taken up the cry. Christmas is essentially, or should be, the glad time of all the year; the time at least when all children should be made happy. Yet how many little, desolate children will spend this day just as all other days of the year have been spent. There will be no merry-making for them, no giving of gifts and hanging up of stockings, no wondering glances cast at mysterious packages; no Christmas tree; no childish prattle of "what do you want?" and "what is Santa Claus going to bring you?" Christmas is robbed of half its sweetness when we think of the children in the large cities who have never known a merry Christmas. Can there be anything sadder than this? When it takes so little to make a child happy, every child in this world ought to be made happy. You may be very poor and say that you can give nothing. This may be true, but there are none of us so poor but that we can give a kind word and a pleasant smile, and they may make sunshine for some life more desolate than ours. When we look over our scant store and wonder what we can give, we smile—it is so little—yet we would like to give something.

We would all, I am sure, like to make the world the better for our having lived in it. Suppose it is only a picture card, a paper or a sack of candy; it will be appreciated very much by some little one, and it is the spirit which prompts the giving which makes the heart glad more than the gift itself. Let us each and every one try to make some child happy on this day.

Christmas comes but once a year, and it brings with it so many opportunities of doing good that we should avail ourselves of them. Though your gift may be small and you feel it is scarcely worth the giving, "give what you have; to some it may be better than you dare think."

MURPHYSBORO, ILL.

*Wilda Chesterfield.*

[The above is the last article written by Miss Ida Orrell for the Woman's Department. It was sent this month by her mother. Like all of her writings it breathes a spirit of love and helpfulness for her fellow creatures.—Ed.]

## ALWAYS REMEMBER YOUR MOTHER.

The above words are significant in themselves, but I ask permission to express a few thoughts on this subject.

My remarks will apply to all in general, but most particularly to the railroad boys. Boys, do you ever, after returning from a dangerous trip, think of taking a few moments to write to your mother (that is if you are removed from her) telling her of your safety? Does your mother ever have to think those beautiful though sad words "Where is my boy to-night?" and find no answering voice in her heart? Examine yourselves and see which answer, yes or no, you can give to the above questions.

Some do not think it necessary to write to that dear parent when removed from her influence, but it is. If you only say a few words it will be enough for her to know that you remember her still.

Even though in taking time to write to her you have to deprive yourself of some pleasure, consider the time well spent in thus adding some joy to her life.

I sincerely hope my words may stir some delinquent heart and be the means of throwing a ray of light in someone's pathway.

GREENSBORO, N. C.

*Mary B. Yost.*

# THE MAGAZINE.

PUBLISHED ON THE FIRST DAY OF EACH MONTH,  
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MANUSCRIPTS AND EXCHANGES should be addressed to Eugene V. Debs, Editor, Terre Haute, Ind.

REMITTANCES, SUBSCRIPTIONS, CHANGES OF ADDRESSES, and all correspondence relating to the business department, should be directed to F. W. Arnold, Manager, Terre Haute, Ind.

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EUGENE V. DEBS . . . . . Editor  
F. W. ARNOLD . . . . . Manager  
W. N. GATES . . . . . Advertising Agent

DECEMBER, 1893.

## THE LEHIGH VALLEY STRIKE.

As we go to press the strike on the Lehigh Valley Railway is in full blast. What the outcome will be is at this time a matter of conjecture, but what it should be is a matter about which there is not a shadow of doubt in the mind of any honest man. The strike is a direct result of broken faith on the part of the officials in dealing with their employees. Agreements made in good faith, and conscientiously lived up to by the employees, were flagrantly disregarded and when redress was sought in a spirit of honesty and fairness, no consideration was given the complaint; and when finally, as a last resort the chief executives of the several brotherhoods were called in, they were given to understand by the officials that their intervention would not be tolerated—in other words, they were flatly refused a hearing.

The strike had its origin in a series of abuses which are fully set forth in the following official circular issued by Grand Master Sargent under date of November 18th:

*To all Subordinate Lodges:*

DEAR SIRS AND BROTHERS:—Pursuant to the requirements of Section 211 of the Constitution, you are hereby officially notified that a strike of the Engineers, Conductors, Brakemen, Telegraphers and Firemen on the Lehigh Valley Railroad has been inaugurated under the direction of the Chief Executives, and in accordance with the laws governing the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Order of Railway Conductors, Brotherhood of Railroad Trainmen and Order of Railway Telegraphers, and by the authority vested in me

as Grand Master, the said strike is hereby declared as having the sanction and approval of the Brotherhood of Locomotive Firemen.

The various Joint Committees of the above named organizations on the Lehigh Valley system were duly organized and proceeded in the matter of adjusting the grievances submitted to them in all things as the law directs. They acted conjointly with each other, together with the Grand Officers of the orders herein named, in an attempt to effect an amicable adjustment. All reasonable and honest methods have been exhausted in endeavoring to accomplish the desired results, and having failed, a strike has been resorted to as the only alternative to obtain justice and fair play. The strike took effect at 10 o'clock P. M., Saturday, November 18th, and all members of the Brotherhood of Locomotive Firemen are notified that under no circumstances should they accept a position on the Lehigh Valley Railway during the continuance of the strike and while the participants are struggling for their rights. The strike was inaugurated after due and careful consideration had been given to the questions involved; the principal grievances consisting of the injustice of officials to in any manner recognize or treat with the Grand Officers or committees representing any of the organizations referred to in this circular, in the matter of grievances of their members, said conduct of the officials being a gross violation of an agreement recently entered into by the company and its employees.

The matter is more clearly explained and can be better understood by a careful reading of the following correspondence:

PHILADELPHIA, Nov. 6th, 1893.

*Mr. Theodore Voorhees, Acting General Manager L. V. R. Co., Philadelphia, Pa.:*

DEAR SIR:—A committee representing the engineers, firemen, conductors, trainmen and telegraphers of the Lehigh Valley System having petitioned General Superintendent Wilbur to hear certain complaints, and being refused an audience as a representative committee by him, and further appearing before you with substantially the same result, in accordance with the rules of the different organizations representing your employees in train service, viz.: the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Order of Railway Conductors, Brotherhood of Railroad Trainmen, and Order of Railway Telegraphers, of which we are the representatives, the matter has been placed in our hands. With a view to adjust whatever differences that may exist amicably and continue harmonious relations as between the Lehigh Valley Railroad Co. and its employees before named, we would respectfully request a conference with you, in conjunction with the committee, to discuss the apparent differences. Please ad-

dress answer to the undersigned at the Bing-ham House, City.

Yours truly,  
SIGNED BY GRAND OFFICERS.

REPLY TO THE ABOVE COMMUNICATION.

PHILADELPHIA, Nov. 8, 1893.

*Mr. A. B. Youngson, et al.:*

GENTLEMEN:—I am in receipt of your favor of the 6th and note contents. I must respectfully decline to receive you in reference to any matters as between the Lehigh Valley employees and the Company. If any of our employees has a grievance, or desire to meet with our Superintendents, he can always do so accompanied with a friend or so if he wishes.

The Company declines to receive any committee because it cannot know that such committee fairly represents its employees.

The officers of the company feel amply competent to meet all differences that may arise between the company and its employees.

Yours truly,  
THEODORE VOORHEES.  
Acting Gen'l Manager.

Upon receipt of answer of General Manager Voorhees, the following communication was addressed to the members of the various organizations:

COMMUNICATION SENT TO THE MEN WHILE  
THE ROAD WAS BEING POLLED.

PHILADELPHIA, November 7th, 1893.

*To the Members of the B. of L. E., B. of L. F., O. E. C., B. R. T., O. R. T., Employees of the Lehigh Valley Ry. Co.:*

BROTHERS:—Your general grievance committees have been in session for several days in an effort to get an audience with the officials of the company in order to have the terms of the agreement—made by Mr. Voorhees with the committees last August, and which have not been complied with—complied with. An audience was sought with Mr. Wilbur and were refused, he (Mr. Wilbur) positively refusing to meet any committee. After this the committee repaired to Philadelphia and sought an audience with Mr. Voorhees, General Manager, and received the same reply, and, further, that when they claimed the right to meet him as per agreement, he told them that the agreement did not amount to the paper it was written on as it was a Philadelphia & Reading agreement, and that now the Lehigh Valley was a distinct line. The matter was then placed in the hands of the grand officers, all of the organizations being represented by an officer. An interview was sought on part of the grand officers and committee with General Manager Voorhees and he positively refused to meet either the committee of employees or the grand officers of the organizations, saying that this was the position of the company

in regard to this matter now. Having exhausted the efforts of the grand officers in so far as our effort to meet the management is concerned, we are, in accord with the laws of the organization, compelled to put the matter again in the hands of the men, and you are each and all expected to vote on the question of accepting the conditions which surround you or leaving the service of the company at a given time, of which you will receive due notice. If you vote "No Strike" you will vote to accept the conditions. If you vote "Strike" you vote to strike as the only alternative to force compliance with a written agreement and to insure yourself that fair treatment to which you are entitled.

Brotherhood of Locomotive Engineers,  
A. B. YOUNGSON, A. G. C. E.  
J. H. RICE, Chairman.

Brotherhood of Locomotive Firemen,  
J. J. HANNAHAN, V. G. M.  
W. E. PRESTON, Chairman.

Brotherhood of Railroad Trainmen,  
P. H. MORRISSEY, 1st V. G. M.  
J. E. DEMPSEY, Chairman.

Order of Railway Conductors,  
C. H. WILKINS, A. G. C. C.  
E. DAVID, Chairman.

Order of Railroad Telegraphers,  
A. D. THURSTON, D. G. C. T.  
J. L. HUGHES, Chairman.

After receiving the vote of the members on the system, which was in favor of the strike, the following was addressed to Mr. E. P. Wilbur, President of the Company:

COMMUNICATION SENT TO THE PRESIDENT.

PHILADELPHIA, Nov. 14, 1893.

*Mr. E. P. Wilbur, President L. V. R. R., So. Bethlehem, Pa.:*

DEAR SIR:—During the month of June and July a committee of your employees, representing the Locomotive Engineers, Locomotive Firemen, Conductors, Brakemen and Telegraph Operators, met Mr. Voorhees, General Manager, and laid before him what was by them termed grievances and which they asked to have redressed. They first sought an interview as representatives of the various organizations of which they are members, but on the request of the General Manager they waived that feature and met him as a Committee of Employees, and at the final interview an understanding was reached and Mr. Voorhees agreed to post on Bulletin Board what he had agreed to give them. While this was done in part, the Bulletin was posted, it did not contain all that was agreed to and that which was posted has not been carried out and consequently the men feel that they have a just cause for complaint. This being the general feeling the Committee were instructed to endeavor to see if the Bulletin could not be lived up to.



The Committee repaired to Bethlehem and sought an interview with Gen. Supt. Wilbur and it need not be added that the position taken by him in refusing to meet any Committee of Employees was surprising to the men; there was no other course to pursue except to go to Philadelphia and see if Mr. Voorhees would adjust the matter. They accordingly went to Philadelphia and sought an interview with Gen'l Manager Voorhees and were still further surprised to find that he took the same position as that by Mr. Wilbur, Gen'l Supt. The surprise was much greater in the latter case than in the former because of the fact that at the time the Committee met him in July he particularly invited them to come to him at any time when they felt they were not being treated as they should be. This change of front on the part of Mr. Voorhees is unaccountable and the men, feeling that they have acted honorably all through this matter and having exerted all their efforts to have the matter adjusted, called upon the Grand Officers of their organizations to come to their aid. The Grand Officers answered their call and endeavored to obtain an interview with the General Manager and were refused. The matter in its entirety was reported back to the men and in accord with the law of the organizations of which they are members and in order to get the correct feeling of the men they are required to vote on accepting the conditions which prevail or leaving the service of the Company. We are in possession of the feelings of the men by their own expression over their signatures and in order to show that all reasonable steps have been taken to amicably adjust the differences which exist and to continue the friendly relations which have heretofore existed, we make a final appeal to you, as the President of the Lehigh Valley Ry. Co., to grant us an interview, at your convenience, for the purpose, if possible, of taking up their differences for adjustment.

Trusting that you will see the justice of and grant our request, we remain,

Yours respectfully,

SIGNED BY THE GRAND OFFICERS.

Address reply to Bingham House, Philadelphia, Pa.

Mr. Wilbur, in his reply to the foregoing, sustained the position taken by General Manager Voorhees, and refused to treat with the Grand Officers as representatives of the men, and there was no alternative but to approve of the withdrawal of the men from the service of the company, they having by their votes protested against a further continuance in the employ of the Lehigh Company under the conditions confronting them.

On account of the numerous calls from different parts of the country at the time we were called to Bethlehem, we were compelled to call upon Vice Grand Master Hannahan to take up the Lehigh Valley trouble, and

with his usual promptness he responded and immediately repaired to the scene of the trouble. Bro. Hannahan has been given exclusive jurisdiction, so far as our order is concerned, in all matters pertaining to the strike, and he will continue to have full charge of the same. Whatever is done by him will meet with my approval.

The following is a copy of a letter received from Bro. Hannahan which is of interest to our members in explaining the situation:

*F. P. Sargent:*

DEAR SIR AND BROTHER:—In compliance with your request of several days ago I met with the Protective Board of the Lehigh Valley Ry., and met in general meeting with the Protective Boards of the various organizations.

From the enclosed correspondence you will readily see that all has been done that we could possibly do to secure an interview.

I had hoped that ere this I could have notified you that all trouble had been satisfactorily adjusted. The general officers of the Lehigh Ry. have shown no disposition to bring the matter to a close by replying promptly, and have kept us waiting and in suspense. We are now awaiting an answer from Mr. Wilbur, the President, and expect to hear from him to-day.

The road has been polled, and of the 457 members of our organization, 425 have voted to go out. Wilkinson has secured almost a unanimous vote of the members of the trainmen, and two-thirds of the conductors and telegraphers have voted to strike. Youngson has not received a majority vote of his men, and at this time is waiting to hear reply to messages sent. If he can secure a majority vote he will sanction a strike, and if such is the case, in twenty-four hours from now, unless the railway officials recede from the positions taken, the men will be called out. In the meantime I shall keep you informed as to what transpires.

Yours fraternally,

J. J. HANNAHAN.

The strike is now on and it is without a doubt the most important conflict in which our order as well as the others interested has ever been engaged. Everything depends upon the result. The issue has been squarely made. We cannot afford to be beaten. Surely no one can fail to understand the attitude of the corporation. The annihilation of organized labor is their aim. The battle is one in which every man in the ranks of labor is vitally interested. The reputation of the various orders as well as the individual interests of many hundreds of their loyal members is at stake. We must be victorious. The conflict is against oppression and in the interest of right and justice, and the unstinted support (moral and otherwise) of every member of our order should be freely given to the participants. We there-

fore appeal to every member of the Brotherhood of Locomotive Firemen to assist to the fullest extent of his ability, in every honorable manner, the men now engaged in the battle which, if lost, will not only have a demoralizing influence throughout the country, but may perhaps, in view of existing conditions, endanger the life of organized labor. Let our motto be to triumph and in every conceivable manner prove our loyalty to our brothers who are now struggling to maintain the cause of right and justice.

Yours fraternally,

F. P. SARGENT,  
Grand Master.

F. W. ARNOLD, G. S. AND T.

The foregoing statement was supplemented by another circular issued by the Grand Master, under date of November 25th, as follows:

*To all Subordinate Lodges:*

DEAR SIRS AND BROTHERS:—For the purpose of advising you as to the present situation on the Lehigh Valley Railroad, I cause this circular to be issued and hope that you will find that you are justified in pronouncing a verdict of approval upon the action taken by the employees of the Lehigh Valley Railway in resenting the insults heaped upon them by the refusal of the officials of that corporation to receive and treat with such representatives of the employees as had been selected by them as committees to present their grievances for consideration, the same as has been practiced during the many years that these organizations have been in existence.

While we all deplore the necessity of a conflict with our employers and especially at times like these when there is a general depression of business throughout the country, and a large number of men forced into idleness on this account, yet, at the same time, there is in this instance a principle which we, as representatives of organized labor, and those who are members thereof, are in duty bound to respect, and when a railway corporation in this day and generation defies their employees who are members of organizations by refusing to meet and treat with men whose reputation for fair dealing is beyond question, especially when these gentlemen request an interview after the corporation has positively and emphatically refused to meet its employees in any manner, then it becomes time for every member of organized labor who is true to his obligation and who believes in justice, to assert his manhood, regardless of what may be the outcome.

We know from the editorials in many of the leading papers that this strike is looked upon as a very foolish act on the part of the organizations. We have yet failed to observe any criticism passed upon the corporation, which is evidence that corporations

have the sympathy at all times of the majority of the press, no matter what the circumstances which lead up to these conflicts may be. At the same time we believe that every member of these brotherhoods who are engaged in this conflict will heartily endorse the action that has been taken by the Lehigh Valley employees, as well as the executive officers who are in direct touch with the members engaged in this conflict, and that they will put forth every effort that is honorable and upright to assist them in convincing the railroad corporation that their position is unfair and unwarranted, and that they will be compelled to acknowledge their mistake and listen to the requests of their employees when presented through committees or otherwise.

From the information which we have received up to the present time the situation is very encouraging, and while the company is obtaining some men who are willing to accept the places of those who have quit rather than submit to the gross injustice put upon them by the company, we learn from reliable sources that these men are not successfully handling the company's business, and that, notwithstanding the newspaper reports, there is nothing to discourage the men who are fighting for their rights, or the Grand Officers who are directing the conflict. We hope to have more encouraging news to send you within a few hours than at the time of the issuing of this circular. Our worthy Vice Grand Master is on the ground watching carefully each point, and will leave nothing undone to achieve a victory. There has gone to his assistance our worthy Grand Secretary and Treasurer, who will be in a position to aid our Bro. Hannahan in any way that he can, while it will be my purpose, as soon as I can be released from present engagements, to render all the assistance in my power, subject to such instructions and suggestions as I may receive from Bro. Hannahan.

In the beginning of this trouble I placed the matter in the hands of our Vice Grand Master, having the utmost confidence in him as an associate, knowing that he would faithfully discharge his duties in every respect, and he will remain in charge of the matter until the end. At the same time, he understands that I am ready and anxious to give him all the assistance possible, and we hope through the united efforts of the executive officers of the several organizations and the loyalty of the men who have seen fit to sacrifice their situations at this critical period, with the encouragement and financial support which will be accorded us from every member of our order, no matter where he may be located, to soon be able to record a victory for organized labor in the section of the country where in years past there has been as little consideration shown for labor-

ing men on the part of corporations as in any section of the universe. While we have organized many thriving lodges and have faithful members throughout the entire section of the country where this struggle is now going on, there has always been manifest on the part of the corporations a desire to ignore any movement which might look like the work of organization and to dodge any responsibility which might represent them as treating with and respecting the organizations of which their employees were members. While this does not apply to all the corporations in the eastern section of the country, it does to the majority; therefore, we believe that this struggle is one of the most important that organized labor has ever engaged in, and with the united efforts that are being put forth on the part of the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Order of Railway Conductors, Brotherhood of Railway Trainmen, Order of Railway Telegraphers, and the encouragement that is being received on every hand from members of other organizations not directly implicated in this fight, we feel safe in asserting that good results will certainly follow the action taken by our membership at this time who are employed by the Lehigh Valley R. R. We hope our membership will take that interest in this trouble to cause communications to be addressed to the several lodges located along the line of the Lehigh Valley containing words of encouragement, and that our members in their investigations into the causes which have led up to this controversy will be satisfied with the action that has been taken, and that it will have their unanimous approval and endorsement.

Since Special Circular No. 1 was issued, we have been favored with a further communication from our Vice Grand Master, Bro. Hannahan, and it but verifies the statement made in our first circular, that the cause of this conflict was the positive refusal on the part of the officers of the Lehigh Valley Railway to recognize their employees as entitled to a hearing through a committee which they might select, as well as to refuse to recognize or give a hearing to the representatives of the several organizations called in the interests of the employees and in accordance with the laws of our organization. This is evidence of two points at issue; one, the refusal on the part of the Lehigh Valley corporation to meet a committee representing its employees; second, a positive refusal on their part to accord a hearing to the grand officers of these organizations in behalf of their employees.

That our membership may more fully realize the true situation, I introduce into this circular extracts from reports published by the general committee, which are approved by the grand officers. This report was

given out after the strike was inaugurated by the grand officers and fully sets forth the causes which have led up to this unpleasant situation:

"A great deal has been said through the press in regard to matters of difference between the Lehigh Valley Railway Company and its employees, and it seems prudent that a fair statement of the employees' side should be made to the public.

During the months of June and July a committee of the Philadelphia and Reading Railway employees, embracing the Lehigh Valley as a leased line, desired to present to the management a list of the grievances and ask that they be adjusted.

An audience was sought with General Manager Voorhees, and as they were seeking to meet him as the representatives of the various organizations to which the employees belong, he refused to meet them at that time.

The officers of the organizations were sent for and came to Philadelphia and met the committee and learned of the objection raised by the management and advised the men to meet him as employees. The question was then raised by Mr. Voorhees that he would not meet the Philadelphia and Reading employees, but that they must go to Mr. Sweigard, General Superintendent, and that he (Mr. Voorhees) would meet the Lehigh Valley employees. This was done, and during the conference in July an agreement was reached and Mr. Voorhees agreed to post the same on the bulletin board. A bulletin order over his signature was posted but it did not embrace all that was agreed upon at the conference.

Nothing was done other than to take the matter up by letter with Mr. Voorhees, and he replied to these letters. This occurred after the abrogation of the lease, and his reply was of that nature that showed, beyond doubt, that the agreement was recognized by the Lehigh Valley management.

The men did nothing further until it was demonstrated that what had been posted was not being carried out, when they sought to take the matter up and ascertain if it was of any value to the men. They were not prepared to meet with a refusal on the part of General Superintendent Wilbur, and were much surprised to learn that he would not meet any committee, and when the same position was maintained by Mr. Voorhees and President Wilbur, they realized that a gulf lay between the company and its employees.

Mr. Voorhees is quoted as saying 'that he had not been waited upon by the employees of the Company, but was ready to hear what they had to say at any time.' And we believe that Mr. Voorhees personally would be glad to meet and treat with a committee of employees, but that those higher in authority will not permit him to do so.

However this may be, one thing is certain a committee of employees have sought an audience with him and he has refused to meet them saying that he could not know that they represented the men; or, using his own language: "The Company declines to receive any committee because it cannot know that such committee fairly represents its employees." Why may the Company not get that information now as well as in July last? If it did not have the information then why raise the question now more than then?

The facts are that all conferences sought by the men themselves were sought as employees and the question of organization did not enter into the matter until they (the employees) had been refused an audience. This was only in furtherance of the expression of the company through Mr. Voorhees, in a letter under date of June 7, 1893, from which the following is an extract:

'I regret to say that I do not feel at liberty to meet with your committee as representatives of the B. L. E., B. L. F., O. R. C., B. R. T. and O. R. T., in any matters as between the employees of this company and the management. If you come as a committee from our employees and present any schedule or paper in reference to any matter concerning which our employees are interested, so far as regards the Lehigh Valley lines, I shall be pleased to see you in

person.' Only when a committee of employes failed to get an audience with Mr. Voorhees did the organizations come into the matter.

The question has also been raised by the President that the agreement made by the General Manager was made on the part of the Philadelphia and Reading E. R. and all conferences were held with officials of the Philadelphia and Reading Company. And while this is true it is also true that from the extract from the letter of June 7, printed above, the men had every right to believe that it was made with Lehigh Valley employes and that the abrogation of the lease between the Reading and Lehigh Valley would in no way effect the agreement.

It has been stated in the papers that in an interview with the officials of the Company about the time of the abrogation of the lease that the agreement would not be affected thereby. Of course, we have no means of knowing how much of truth the statement contains. We do know, however, that a letter was addressed to Mr. Voorhees, acting General Manager, Lehigh Valley Railroad Company, under date of August 26, 1893, emanating from the committee, and the reply of Mr. Voorhees thereto removed all doubt in the minds of the men as to the agreement being recognized by the officials of the Lehigh Valley Company.

There has been nothing left undone to get an opportunity to place this matter properly before the Lehigh Valley management on part of the men, and they feel that the justice of their cause will be recognized by all fair minded persons. That they have not acted hastily is true, as evidenced by the time consumed in trying to meet the officials.

The position of the company is one which the men do not believe the facts will bear out and make tenable. It is one which is original, to say the least, and is very peculiar in view of the facts that when the committee met Mr. Voorhees and settled the differences in July, the best of feeling seemed to prevail, and so far as the men were concerned, while not being perfectly satisfied, they were at least content with what they received at that time; and especially so when assured by Mr. Voorhees that he would beglad to meet the committee at any time and invited them to come to him whenever they felt that they were aggrieved.

The complete change of front on the part of Mr. Voorhees is not, in the minds of the men, accounted for in any other way and by the fact that higher authority has decreed that it should not be, and when the company presume to charge the men with standing on their dignity they would better look at it from the point of view of the men and see if they cannot discover an opportunity for a counter-charge of like character."

We also introduce at this time the reply to the letter sent to President Wilbur on the morning of the 18th inst., which was signed by the grand officers and in which they appeal to him for justice.

*Messrs A. B. Youngson and Others, Bingham House, Philadelphia, Pa.;*

GENTLEMEN: I am in receipt of your favor of the 14th inst. which was handed me by messenger as I was leaving Philadelphia for New York by the 12 o'clock train on Wednesday.

The interviews referred to as having been had during June and July last, were with officers of the Philadelphia & Reading Railway company, which, at that time was lessee of our road.

The policy of the management of the Lehigh Valley Railroad company has always been to deal directly and only with its employes. I am familiar with the replies made by the General Superintendent and Acting General Manager to applications for interviews; they meet my approval and are hereby confirmed.

Yours truly,  
E. P. WILBUR, President.

We herewith introduce a copy of the letter written on the 19th inst. by our worthy Vice Grand Master, which is further evi-

dence of the attitude taken by the Lehigh Valley Railway corporation:

BINGHAM HOUSE,  
PHILADELPHIA, November 19th, 1893.

DEAR BROTHER SARGENT: Enclosed you will find the reply to the letter sent President Wilbur, which needs no explanation on my part.

The officials positively refused to meet the men as a committee representing even the employes, but would meet their men as individuals and in no other way.

Mr. Voorhees told the committee that the agreement or schedule given them last spring was not worth the paper it was written on.

Our men requested that he hear them as a committee representing his employes and not as a committee representing organizations. He replied that he would meet no committee of any kind and if they had grievances they must be presented by the individuals aggrieved.

I mailed you yesterday what transpired until the present; will send you a clipping containing the letter sent out for publication.

The action taken has been on account of the company's failure to keep its agreement with the men and a refusal to listen or receive them. If you desire any further statement on my part please wire me and I will send you all information I can.

I have just received information from all points on the system and the tie up is complete. Each day I will wire you information. I cannot tell at present what the outlook is as all telegraphic communication is completely shut off, only from Buffalo. If you have any advice to offer will be glad to hear from you. Trusting that I can send you good news soon,

I am hastily yours,  
J. J. HANNAHAN.

I have just received the following telegram from Vice Grand Master Hannahan, which contains news of an encouraging nature:

"JERSEY CITY, N. J., November 24th, 1893.

Conditions more encouraging this morning than at any time. May be able to wire good news this evening. Wilbur has interview with the Associated and United Press reporters, expressed willingness to meet committees separately, but not jointly.

J. J. HANNAHAN."

In conclusion we desire to say that our membership can rest assured that nothing will be left undone to achieve a victory for organized labor and for employes, members of our organization, who have faithfully discharged their duties toward their employers, the Lehigh Valley Railway corporation, for years, and commending the entire matter to your careful consideration and trusting that in every possible way you will lend encouragement and aid to our brothers, we remain

Yours fraternally,  
F. P. SARGENT,  
Grand Master.

F. W. ARNOLD, G. S. AND T.

Since the above circular was issued Vice Grand Master Hannahan, who had charge of the strike, on the part of firemen, from the beginning, has been called home by the serious illness of his little daughter, and Grand Master Sargent, assisted by Grand Secretary Arnold, have gone to the front and are now in command of the forces and giving their personal attention to the prosecution of the contest. It is proper to say that so far as wise leadership, prudent counsels and unabating watchfulness are concerned, the in-

terests of the firemen will be sacredly guarded. It is universally conceded that Vice Grand Master Hannahan, while in charge, displayed rare skill and diplomacy in the negotiations between the committees and the officials, and that he worked and watched with unceasing vigil until by the misfortune of illness in his family he was called from the scene of action. Nor will there be any abatement of care or fidelity in the management of affairs with Grand Master Sargent and Grand Secretary Arnold as the commanding officers. Both are leaders of wide and varied experience, and will be on the alert for every opportunity to prosecute the strike to a successful issue.

We regret that the lateness in the month and the lack of space remaining prevent us from going more fully into the details of the strike which must be regarded as a conflict in which principles of vital and far reaching consequence are involved. The strike was not precipitately inaugurated, there was no undue haste; on the contrary, the grand officers and committees of the five great organizations involved proceeded with caution and deliberation, they carefully examined the ground step by step, and made sure of every position before it was taken, and only when they found that a deaf ear was turned to every appeal for redress, that their organizations were ignored and treated with disdain and contempt, and that to submit to such outrages meant degradation and enslavement of the employees and the practical annihilation of their organizations, it was only then, as a last resort, that they marshaled their forces and resolved to resist by the power of the strike, such infamous encroachments upon their rights. To have done otherwise would have been a confession of craven cowardice which would have brought odium upon all organizations and subjected the employees to still further penalties, the effect of which would have reduced them to the condition of chattel slavery.

There are five organizations, viz.: the engineers, firemen, conductors, trainmen and telegraphers, embracing in all about 2,000 employees, involved in the strike. The reports from the scene of action warrant the statement that a braver body of men never made battle against the oppression of corporate capital. They deserve and should receive the hearty support of all organized labor. They are contending for a principle, the surrender of which means submission to conditions the contemplation of which should bring the blush of shame to every sovereign American citizen.

The officials of the Lehigh Valley Railway, by their autocratic policy, a policy of slavish subjugation which put out all the lodge fires on the Reading system, merit the scorn and contempt of all decent men. If they had the

conscience of a cobra, the contemplation of their devilish designs, black as starless night, would drive them to insanity. But they have none of the "milk of human kindness" in their heartless breasts. Their employees are by them regarded as their chattels, a part of the rolling stock of the corporation, and with such conceptions of their relations to their employees, they do not scruple to employ any method that their craven instincts may suggest, to sink them to unfathomable depths of degradation.

In the presence of such a conflict, what is the duty of organized labor? There can be but one answer to the interrogatory, Stand by the strikers on the Lehigh Valley until the contest is fought and won. There must be no wavering in this supreme hour. All differences between individuals and organizations must be buried deep out of sight. The valiant brethren on the Lehigh Valley are defending a principle sacred to all organizations of workmen and all of them, without reference to class or occupation, should hasten to the rescue and aid them by all the means at their command in achieving a victory over a corporation that is seeking to Russinize the workmen of Free America.

#### TRAINMEN'S CONVENTION.

The first biennial convention of the Brotherhood of Railroad Trainmen was held at Boston, Mass., beginning October 15th, the delegation representing 535 lodges. Addresses were delivered by Governor Russell, Acting Mayor Lee, Edward Moseley, Secretary of the Inter-State Commerce Commission, L. S. Coffin, ex-Railroad Commissioner of Iowa, and other gentlemen of wide reputation. In calling the convention to order Vice Grand Master Morrissey, in the course of his address, said:

When two years ago, in a far western city, the Brotherhood of Railroad Trainmen decided to hold its next meeting in the city of Boston, it was deemed a particularly fitting place for such a gathering, for we felt that had we any complaints to make of unfair practices or encroachments upon our personal liberties, that nowhere could we expect more sympathetic listeners or substantial assistance than from the people of the Old Bay State, the first to draw the sword to resist oppression, or from those who dwell on the green hills of New England, where the first battles for constitutional liberty were fought. From every state and territory in the American Union, and from every province and territory in the Dominion of Canada where the sound of the locomotive whistle is heard, from lands of snow and lands of sun, there have journeyed to your beautiful and historic city at this time the representatives of an intelligent and powerful organization of railroad workmen, the Brotherhood of Railroad Trainmen. It is no idle purpose that attracts them thus, but on the contrary a stern mission of duty. They have come to mingle their minds, to counsel together and adopt such rules and methods as will tend to strengthen their organization and widen its sphere of usefulness, and to discuss plans whereby they can more practically assist each other.

In his address to the convention, Grand

Master Wilkinson, among other things, said:

In the year 1883, in the city of Albany, N. Y., a few switchmen came together for the purpose of establishing a mutual organization, to pay a small sum of money weekly in case of sickness or disability, to care for each other. When they had formed this association they wanted company, and they wandered over to Oneonta, N. Y., and invited the men of that city to become partners in the work. The men at Oneonta, after considering the matter, concluded that they could improve on the Albany plan, and that this was a good time to form a national organization. Seven men on the Delaware & Hudson railroad laid the foundation for what is to-day the strongest and most powerful of all the railway organizations of this country. After the organization at Oneonta, about six months later, the men at Phillipsburg, N. J., organized Lodge No. 2, and the organization was named the Brotherhood of Railroad Brakemen. A short time after, they went to the men at Albany, where the idea had originated, and kindly allowed those men to establish Lodge No. 8. The first year there were 87 lodges organized, with a membership of 901. The second year 118 lodges were organized with a membership of 4,776. The third year 82 lodges, with a membership of 7,983. The fourth year, 87 lodges were organized, and we had 8,522 members. The fifth year, 89 lodges were organized and our membership had increased to 11,438. In the sixth year, 85 lodges were established, and our membership increased to 18,563. In the seventh year, 63 lodges were instituted; membership, 14,067. In the eighth year, 70 lodges were organized, and our membership was 20,409. In the ninth year, 85 lodges were established, and our membership increased to 24,431. In the tenth year, the year just closed, there were organized 84 lodges, and we number at this time 28,540 members. Of our record we claim that we may be justly proud. Our history is one of rapid progress, of grand success, and our work has but begun. What does our work mean? It means that thousands of men who a few years ago were in actual bondage have been released, and are now free. In the brief ten years the condition of these men has been bettered to an extent that cannot be told in words.

The address of the occasion, which was replete with wise sayings and evinced profound study of the labor question, was delivered by Edward Moseley, Secretary of the Inter-State Commerce Commission. We regret that lack of space forbids the publication of the address in its entirety. It is worthy of the perusal and study of every student of the vexed problems relating to labor. The address appears in full in the November issue of the *Trainmen's Journal*, and we quote briefly as follows:

Year by year the number of employers is decreasing. The whole tendency—the drift of the times—is towards combination and concentration on the part of the employers. There are only two forces in the bargain between employer and employee. Justice must be the desire on both sides, or one side must be as powerful as the other. Unless selfish interests are put aside, power must be matched against power. As has been said, "If the employees act individually, they divide their forces against themselves, and forfeit all hope of a successful issue of the contest." With equality of power and force, on the one side and the other, there will follow the essential requisites of friendly relationship—respect, consideration and forbearance. The employer and the employee can sit down together, and each in a spirit of a fully enlightened self interest, consider their rights and their duties as reasonable, Christian men. We can all imagine the picture that will be then presented when this true relationship between employer and employee shall prevail. Till then, the organizations must deal with the cor-

porations somewhat "at arm's length." But in what manner shall these great opposing forces treat each other in the struggle? Public rights must be respected, for both corporations and their employees are engaged in the public service. While it has been broadly asserted that the power of the wage-earner to strike or desert, is the germ of all improvement in his condition, this principle, however applicable in a general sense, cannot be fully applied in the case of the railroad and the railroad employee. Here certain obligations are due to the public which are not required in other industrial pursuits; and as these obligations are due to the public, so the public should, in justice, provide some means by which the disputes which arise between the employee and the railroad company may be fairly and honorably settled. . . . other method seems so feasible as that of arbitration. There is now a law of congress providing for the incorporation of trades unions, or organizations; and, as I have remarked, a law providing for arbitration between railroad companies and their employees. But it seems that the latter law should be amended and perfected in the light of the experience of the last four years. This amendment can hardly be hoped for, unless it commends itself largely to the judgment of both employer and employee, because it would be futile to attempt to change a plan for settling disputes by beginning a dispute in the outset. But the power of the railroad brotherhoods acting more and more in friendly co-operation with the best and most liberal and progressive railroad managers will surely in the end bring about a perfect scheme of arbitration that will be an honor to both parties and a true conquest of peace.

Is there a common ground, between the two sides? There is, when they shall adopt for their motto the phrase of the old Roman jurists, "*Do ut des*,"—"I give, that you may give," instead of "you give all, while I give none."

Men strive and struggle for wealth; but after a man's wants are supplied the only satisfaction it affords is the consciousness of power of what he can do with his money. You, sir, and other executive officers of the labor organizations of our country, possess that same consciousness of power; but I believe you all recognize that you are purely the servants of those who have placed you in your several positions; that it is your duty to obey their call; that it is your duty to do all you can to serve your brothers in every possible legitimate way; and that you are the servants of the humblest member of the organization, for you serve him also. You all have the conscious power which the general of an army has; or the admiral of a fleet; or the capitalist with his millions of money, and a vast deal more of responsibility, for in your hand is confided the welfare of thousands of the toilers of the earth and those who are dependent upon them.

L. S. Coffin, known among the boys as Father Coffin, was received with every evidence of enthusiastic admiration and delivered a forceful plea for safety equipments and for total abstinence among the members. He said:

\* \* \* And to the pride and to the honor of the Brotherhood of Railroad Trainmen, as I have said the youngest organization, made up of the young men in the railroad work, the ones that the public have considered the toughest and the hardest, for they have tried all they could to make them that way—here is the first labor convention of a labor organization, the largest of its kind—I am correct in saying it is the largest labor organization in America—here they are every man of them, and the city of Boston can be proud to have entertained them. Let it go down the years that in this grand old "Orade of Liberty," and I am glad that you came here for your first biennial convention, let it go down the years and be told in the pages of history, that in this grand old "Orade of Liberty," securing every right that man holds dear, that here met the first convention at which every man was a total abstinence man. (Cheers.) I am happy; I am proud of the boys. It is a privilege, as I have said

fore, seldom vouchsafed to a human being, to be able to work for and be loved by such a class of men.

Telegrams and letters of congratulation were received from General Master Workman Powderly, Grand Chief Arthur, President Gompers, Grand Master Sargent, and Grand Chief Clark.

Officers were elected as follows:

Grand Master—S. E. Wilkinson.  
First Vice Grand Master—P. H. Morrissey.  
Second Vice Grand Master—Al. E. Brown, of Manhattan Lodge, No. 160, Philadelphia.  
Third Vice Grand Master—Geo. A. Newman.  
Grand Secretary and Treasurer—W. A. Sheahan.  
Grand Trustees—R. S. Bodman, C. S. Young, O. L. Iffe.  
Grand Executive Board—C. N. Terrell, Northern Lodge No. 424, Chicago, Ill.; T. R. Dodge, Lumbian Lodge No. 479, Chicago, Ill.; W. E. Bowman, Morgan Lodge No. 317, Lafayette, La.

The second biennial convention of the order will be held at Galesburg, Ill., in May, 1905.

## TWENTIETH ANNIVERSARY OF THE FOUNDING OF THE BROTHERHOOD OF LOCOMOTIVE FIREMEN.

Anniversaries of great events, designed to promote the well-being of society, are of special interest, not only to those who have participated in the labors which such events propose, but to the public at large.

Locomotive firemen, remembering that on December 1st, 1873, twenty years ago, the foundation of the great order of Locomotive Firemen was laid, in the town of Port Jervis, in the state of New York, will recall with ever increasing satisfaction the manifold blessings the work of the founders of the order has showered upon those who, having been initiated, have, through good and evil reports, in storm and shine, with unwavering fidelity and courage, stood by its flag. December first of each rolling year, since 1873, has been the anniversary of the founding of the brotherhood. As we write, Dec. 1st, 1893, the twentieth anniversary of the brotherhood, what more natural than that feelings of gloom and gladness should struggle for the mastery?—with natural feelings, akin to veneration, we regard the great-souled, the large-hearted, the courageous men, who met and deliberated, and then resolved to launch a new order upon the troubled sea of labor. The men who did this were poor and obscure; they were unlearned in book lore. The horizon at bounded their influence was contracted to narrow limits. Wage workers of limited pay, they could not command the press to their bidding, and yet, without money or prestige, without influential friends, a few pioneers, facing a wilderness of doubt, took counsel of their courage and their faith in their fellow-firemen, unfurled their brotherhood flag and flung it to the breeze, started it, not to discover a new world, but to

better their condition in this world, and, like the men who "rounded Peter's dome, they builded better than they knew." And now, in the quiet of seclusion, while the god of the winds is blowing his trumpet; while the ice-king is waving his scepter; while the laughing lips of the brooks no longer kiss their mossy banks, and the melodies of the birds are hushed into silence; and while the earth denuded of its emerald robes, tells that the "melancholy days have come," alone with our meditations we invite an hour's communion with the past to celebrate the twentieth anniversary of the founding of the Brotherhood of Locomotive Firemen. No, we are not alone with our meditations—nay, verily. "For auld lang syne," a multitude of friends have come, in fancy at least, and the anniversary toast goes round to the men who laid the corner stone of the brotherhood, and each response bears eloquent testimony of love and esteem. We realize that the "inaudible and noiseless foot of time" is bearing our old time friends away, widening the gulf between us, but the distance is not so great, nor the gulf so deep, that fancy, in its wide domain, cannot find a place to hold its anniversary meetings and have them all present. Aye, not only the living but the dead also. Is it well to summon them around us on the occasion of the twentieth anniversary? Should we "let the dead past bury its dead?" Be it so. But may not comrades weave garlands of thought, typifying hope that in some brighter clime we may meet again? We think so. Thus, with the dead and living, our twentieth anniversary meeting becomes an occasion of subdued rapture.

But may we not add to the interest of the occasion, by reference to some things in which the great public should feel a lively interest? The Brotherhood of Locomotive Firemen is philanthropic. It is animated by humane purposes. Someone may say its philanthropy is restricted to members of the order, and does not embrace all mankind. The averment, if admitted, would in no wise do discredit to the brotherhood, since it has the high authority of St. Paul for its policy, who laid down the law in such matters when he said "Let us not be weary in well doing, for in due season we shall reap if we faint not. As we have opportunity let us do good unto all men, especially unto them who are of the household of faith." Such has been the policy of the brotherhood. By its example of fealty to principle it does good unto all men, but its chief concern has been to do good unto them of the brotherhood. And here on this twentieth anniversary of the organization of the order, what ineffable glory baptizes the record of the brotherhood. In the beginning, twenty years ago to-day, there was one lone lodge of a dozen firemen. To-day there are 510 lodges

with nearly 29,000 members. Deer Park Lodge No. 1, prolific to an extent that challenges admiration, leads a splendid retinue of sister lodges. They are on the mountains, on the plains, in the valleys, in cities and in towns, a triumphant army with conquering banners. If that were all our anniversary meeting would be bereft of much of its inspiring grandeur. But it is not all, nor the best of the record. We contemplate the growth of the order in lodges and membership. We see it grow and expand. We see its lodge fires and beacon lights, and yet there is something better still. The Brotherhood of Locomotive Firemen has conferred untold blessings upon thousands of wives bereft of husbands, and orphans bereft of fathers. Since our name has had a place on the rolls of the order the contributions for relief have exceeded \$2,750,000. The testimony is sublime. But what besides the money has been contributed? Throbs of noble hearts, words and tones that sent sunshine to aching and sorrowing hearts; helping hands that guided the footsteps of the weak along rugged pathways, and in a thousand ways verifying every claim that was ever put forth for the redeeming power of fraternity.

Our reflections have been altogether satisfying. The facts have blended harmoniously with our fancies, and we take occasion to send anniversary greetings to all the lodges throughout the grand jurisdiction. Other anniversary days of the founding of the order will come, and we suggest that it should be set apart as a memorial day of the great brotherhood.

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GEORGE R. STACY, a veteran member of Anchor Lodge, No. 54, of Moberly, Mo., returned recently from a visit to London, England. While there he visited the club-rooms of the Associated Society of Locomotive Engineers and Firemen, being a guest of the King's Cross and Kentish Town branches, by whom he was royally entertained. The engineers and firemen, members of this splendid organization, were delighted to meet Bro. Stacy, and extended to him every courtesy that could be desired, making a visit one long to be remembered. Bro. Stacy, who is something of an observer as well as traveler, says he was impressed with the cordial and harmonious relations that prevailed between the drivers (engineers) and firemen. They make mutual cause of all things that relate to their interests, and "pull together" in the same direction for their common good. The Associated Society is one of the foremost industrial organizations in England, and is doing grand work in elevating and improving the condition of its membership.

We have received from the *Railway Age and Northwestern Railroader* two valuable books entitled, respectively, "World's Railway Commerce Congress" and "Compound Locomotives," the latter being a copy of the revised edition. The volume first mentioned comprises all the addresses delivered before the World's Railway Commerce Congress, held in Chicago, from June 19th to 23d, 1893, and is divided into four parts, as follows: "Railway Law and Legislation," "Railway Management and Operation," "Railway Employes" and "Railway History and Development." Such eminent men as John F. Dillon, of the Union Pacific Railway, W. G. Veazey, of the Interstate Commerce Commission, Edward P. Ripley, vice president of the C. M. & St. P. Ry., Horace Porter, vice president of the Pullman Palace Car Co., and numerous others equally distinguished constitute the corps of contributors to this notable meeting, and their papers and addresses are given in full, swelling the volume to 265 pages, embracing a variety of live topics which now, more than at any time in the past, are up for discussion. The book has rare value for purposes of reference and should be in the library of every student of the railway problem.

The work on "Compound Locomotives," by the late Prof. A. T. Woods, has undergone a thorough revision at the hands of David Leonard Barnes, A. M. C. E., and is presented in enlarged form and vastly improved in many other regards. The new edition consists of 330 pages and contains full and complete statements of all improvements and developments that have been made in the compound locomotive to date. The books may be obtained by addressing the *Railway Age*, Monadnock building, Chicago.

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RECENTLY we had the pleasure of meeting Mr. J. Kansas Morgan, editor and publisher of the *Railroad Register*, of Topeka, Kas., a live, progressive weekly published in the interest of railway employes. Mr. Morgan is a journalist of exceptional ability, which he is freely devoting to the advancement of railroad employes, in whose welfare he has an earnest and unselfish interest. He is their friend in the best sense of the term, is keenly alive to their interests and ever ready to defend them when their rights are assailed, and, this being true, his paper should have their cordial support. Railway employes are in need of just such literature as Mr. Morgan is capable of supplying, and with proper encouragement the *Register* can be made a power, which, as long as Mr. Morgan is at the helm, will be used in the interest of justice and fair play. A sample copy may be obtained by addressing the *Railroad Register*, Topeka, Kas.



THE *Switchmen's Journal*, for July, referring to the pardon of the anarchists confined in the Joliet penitentiary, remarks:

No official act by the representative of any government within recent years has attracted such wide-spread attention and caused so much comment. Everybody was surprised, many were alarmed; a majority, however, be it said to the credit of humanity, felt gratified. There has been, ever since that ever-memorable trial, so-called, a sentiment among the people at large that the men were not justly convicted. Many were not in a position to prove this conviction by arguments, not being familiar with all the details of the case and allowing the flimsy sophistry of legal hair-splitting to confuse the strength of sound common sense. But there was a general sentiment that it was a class judgment passed by the representatives of the owners of wealth upon those who had the courage to protest against the methods by which that wealth was acquired.

The Governor of Illinois, in pardoning the anarchists, based his action upon propositions that are absolutely impregnable and invulnerable, and those who assail the action of the Governor fight shy of the facts which he submits.

The *Railway Conductor*, for July, refers to the action of Governor Altgeld in extending pardon to the imprisoned men, and comments upon the Governor's pardon with intended severity.

Boiled down, the men who were hanged, the man who took his own life rather than submit to public execution, and the men who were imprisoned, were convicted, not for murder, not for throwing a bomb, but for violent language uttered, spoken and printed. This is the position taken by the trial judge. It was the arresting, indicting, trying, convicting, hanging and imprisoning men for the indiscretion, the violence of *free speech*. Some one threw a bomb and killed men, but it was never known who threw the bomb, nor was it ever asserted that any one of the condemned men threw the bomb.

That is the case in a nut-shell, and it is a little singular that the *Railway Conductor* in its arraignment of Gov. Altgeld does not give him the benefit of the facts.

As for Gov. Altgeld's assault upon the courts, prosecuting attorney, bailiff and jury, it is sufficient to say that the Governor fortifies himself against attack, and the fact that those who are barking at his heels take good care to avoid the arraignments of the court and its officials, is proof positive that they would like to condemn the Governor by methods such as prevailed in condemning the anarchists, that they themselves, by denying a fair trial, are anarchists, and would strike down law to gratify malice or revenge.

Nothing is more righteous than to attack a prejudiced, malicious, debauched court—atrial organized to convict, and decisions "handed down" which, as in the case of Jeffreys, shame the devil and amaze the world. And the *Conductor* gives itself away—swallows itself, as it were—by saying that "judges are but men, and certain to err,"

and being but men, they may be stupid as asses, venomous as asps and as easily bribed as any other human. "If Mr. Altgeld," says the *Conductor*, "had based his pardon on the grounds that the prime purpose of punishment had been met and society was safe from further encroachments at the hands of these men, or that humanity demanded their liberation, some might have doubted the wisdom of his course, but few would have been found to criticize." But if the facts warranted the declaration that the men did not have a fair trial, and were condemned in defiance of right and justice, as Gov. Altgeld clearly demonstrates, then, in that case, if he had not promptly pardoned them, he would have shown himself to be a miscreant, a disgrace, not only to the high office of Governor of Illinois, but to human nature as well.

OWING to some changes made recently on the Northern Pacific in consequence of a policy of retrenchment inaugurated on that system, Mr. J. E. Phelan, formerly superintendent of the Missouri division, has been transferred to Fargo, N. Dak., where he now has charge, as master mechanic, of the Dakota division and branches. To those who know Mr. Phelan it will not be necessary to say that the change places him in line again with his fondest aspirations, it having been in the machinery department where he advanced by rapid, steady strides from the lowest round to the position of master mechanic. Mr. Phelan thus "returns to his first love," and we do not doubt the transfer is in the highest degree agreeable to him and that in due course of time he will reach the most commanding position in that department of the service.

The departure of Mr. and Mrs. Phelan from Dickinson was made the occasion of a reception and ball by their numerous friends and as a mark of the esteem in which they were held they were made the recipients of a solid silver tea service and tray, a dozen solid silver forks and a dozen silver knives with pearl handles. Farewell addresses were made, dancing was indulged in, words of esteem and regret were spoken and from first to last the occasion bore testimony of the high regard entertained for the Phelans by the people of Dickinson.

A HANDSOME compliment was recently paid Bro. A. Dillon, the retiring chairman of the Joint Protective Board of the Missouri Pacific system, a position Bro. Dillon had long held and the duties of which he had discharged in a manner to win the confidence and respect of both officials and employees. It was, therefore, eminently fitting that upon his retirement his associates should bear testimony of their appreciation of his invaluable services, and this was done in present-

ing him with a handsome badge, the address being delivered in behalf of the committee, by Bro. D. V. Ault, as follows:

*"Worthy Chairman and Brothers:—*It has been the custom for ages, by all nations, and all classes, to bestow on their leader some token of respect, something that he can show in his gray and silvery days, to his relatives and friends, that the by gone days of his life were devoted to the elevation of his fellow-men.

It has been necessary to meet annually in the most convenient place for all concerned, which was found in this city. We are now assembled, not for the purpose of celebrating a gala day, not for the purpose of obtaining public notoriety, but for the elevation, protection and relief of our oppressed brothers, knights of the scoop. For six long years we have met at the call of one, and the only one—to us a Napoleon. Soldier after soldier has stepped aside for others, yet he has gone steadily on and kept up the march, through thick and thin, through tangled forests and rugged mire.

When asked, he has answered, when called he has come; when needed he has gone; when necessary he has acted, and when tried he has proven honorable and true. Some have found fault, but not all. Nor can we see the ills he has borne until the day of rest grants him relief.

We have the consolation of knowing that there are among the many, those that appreciate his ability and aid. No matter what the trouble, he mastered the occasion, he rose to the emergency, and placed us where we stand to-day.

In token of respect, in honor of his name, in thanks for his aid, and reward for his deeds, to keep fresh in mind, our appreciation for all this, the members of the Brotherhood of Locomotive Firemen of the Gould Southwest System of Railways tender him, our retiring chairman, a lasting vote of thanks, and with it this emblem, with which we wish him unbounded happiness and joy."

Bro. Dillon responded in fitting terms and the assemblage dispersed with a feeling of regard and esteem for their late leader that will follow him into the shades of private life.

We are glad to learn that "Grimshaw's Locomotive Catechism" is meeting with a large sale. It certainly deserves to, as it is the best work ever published on the subject. Every fireman and engineer should have a copy of it.

The book is right up to the times, and is fully illustrated. Its 1300 questions and answers cover every part of the locomotive, from boiler to the smallest part of the machinery, including compound locomotives, which are fully treated, with many illustrations of the same.

The price, \$2.00, puts it within the reach of all. The publishers, Norman W. Henley & Co., No. 150 Nassau street, New York, send it on receipt of \$2.00 postpaid.

The advertisement of the book will be found in our advertising columns.

#### ADDRESSES WANTED.

LEE FORSHIER.—Formerly in the employ of the Missouri Pacific railway company in the capacity of firemen and yard engineer at Kansas City. Any information concerning him will be thankfully received by his sister, Mrs. Ed. Carson, Hoopeston, Illinois.

J. P. MARTIN.—A member of Lodge No. 153, left Denison, Texas in the latter part of August and has not been heard from since. His family are extremely anxious to hear from him and any information regarding his whereabouts will be thankfully received. Address C. J. Turner, Master of Lodge No. 8, 423 Main street, Denison Texas.

#### SLEEP.

I dearly love to drop my nose  
On downy pillows for repose;  
'Tis one of nature's grandest treats,  
To dive between two well aired sheets,  
And let the world go whirling by,  
As there obliviously you lie  
To toil and care, coiled in a heap,  
With eyelids closed in balmy sleep.  
In sleep a chap forgets his ills,  
And every pang of care that kills,  
I've often in the land of dreams  
Went floating over placid streams,  
And thought I was a royal king,  
With wealth to do most anything,  
Piled up in many a shining heap,  
But—God be praised—'twas in my sleep.

Some early rising poets say  
To jump from bed ere dawn of day,  
And witness all the changing dyes  
The sun throws up the eastern skies;  
I'd much prefer to take my ease,  
With head bent over toward my knees,  
While others such delights could view,  
And, reader, darling, so would you.  
There's great enjoyment 'neath the clothes;  
We get a respite from our woes;  
And dream, perhaps, we're railway lords,  
With slaves surrounding us in hordes,  
The way some cringing knaves are seen,  
That sneak around with fawning mien;  
Ah! that's the time I love to snore,  
And kick the suckers out the door!  
Well, here's to sleep, that blissful kind.  
Which in our beds at home we find;  
An eight hours stretch, yes nine or ten,  
A yawn, and then drop off again;  
Without a dread of caller's boots,  
To kick the door—the blamed galoots!  
Until we think we've had galore,  
Without a wish for any more.

*Shandy Maguire.*

#### PUBLIC SYMPATHY.

MR. EDITOR:—We cannot help noticing that our daily papers are always one sided in regard to the wage question; when times are good and railroads and factories are paying dividends and workingmen strike for an increase of wages the newspapers invariably say that the men are making unreasonable demands and must not expect public sympathy. At the present time railroads and other industries all over the country are reducing workingmen's wages from 10 to 30 per cent. and the newspapers have a thousand excuses to offer for their so doing. If public sympathy is not with the workingmen now I would like to know when and under what circumstances they should expect it.

It is very evident that so called public sympathy and daily newspapers are one and consequently controlled by a few monopolists who seek to grind the workingmen down to starvation and rags and then tell the world that their action was loudly voiced by public sympathy.

*Charles McPeake.*

SALT LAKE CITY, UTAH.

#### SPECIAL NOTICE.

The book of new schedules between the Brotherhoods of Locomotive Engineers and Firemen and the railway officials is now out of press and ready for distribution. Lodges and Protective Boards desiring copies can secure them of the Grand Secretary and Treasurer on the payment of seventy-five cents each.

F. W. ARNOLD, Grand Sec'y and Treas. F. P. SARGENT, Grand Master.

## A VOICE FOR FAIR TRIALS.

MR. EDITOR:—In looking over the pages of the MAGAZINE, I noticed what was intended to be a severe reprimand of our worthy editor, charging him with not only upholding anarchists, but in addition, scattering anarchism broadcast in the basest manner through the columns of our MAGAZINE. This is done by one W. H. Gray.

Now, then, Mr. Gray, do you think the stand you have taken is the proper thing to do? If you do, I for one, say you are mistaken, and badly mistaken, too. In the course of your baseless criticisms, you ask, "Were they (the hanged and pardoned men) not anarchists?" Suppose they were, as was probably the case, is that any reason why they should not have had a fair trial, or that simple justice should not have been accorded to them?

Would you, Mr. W. H. Gray, stand idly by and see a man, rich or poor, have a trial for an alleged crime, that was unfair or unjust, without saying a word in his behalf? If you would be guilty of such conduct you cannot be classed among the just and loyal brothers of our order, nor any other order composed of men who demand fair trials.

You say their (the anarchists') hands were steeped in gore. If this assertion were true, would it be just to hurry them off to the scaffold or to prison, without having had a fair trial? How many unfortunate men have perished on the scaffold and died in dungeons innocent of the crime with which they were charged, because a fair trial was denied them?

I believe Mr. W. H. Gray belongs to the B. of L. F. Suppose some of the boys should be charged with the commission of a crime? Then, according to Mr. Gray's theory, he, Mr. Gray, should be executed, simply because he is a brotherhood man. That is the way Mr. Gray argues out the anarchist question. He asks, "Were they not anarchists?" In the case of the B. of L. F. man charged with crime, wouldn't Mr. Gray, by his own reasoning, be held responsible, because he is a brotherhood man? If so, why not execute him without a fair trial, which is equivalent to no trial at all, the same as he would do with the anarchists? That seems to be Mr. W. H. Gray's scheme, and being held responsible for another man's acts and denied a fair trial, Mr. Gray, of course, would hang.

But I do not think there is a brother in the order who would see Mr. Gray executed without having a fair trial, if such a thing were possible, and if unjustly hung the brotherhood would forever hold the court responsible; or, if unjustly sent to prison, the brotherhood would do all things in its power to have him pardoned and set at liberty. But we could not expect any assistance from Mr. W. H. Gray, according to his own writing.

I write in behalf of fair trials and of justice to men charged with crime, and of the

editor of our MAGAZINE, whom I know to be in the right. So far, I do not think any of the brothers (except W. H. Gray, even if he is a brother) have found any fault with the editor. I know, for one, he has done some noble work for the order, and I do not intend to stand by and see him chastised for a thing he was justifiable in writing.

E. W. Whitmore.

DIAMOND LAKE, ILL.

## A BUSINESS COME TO STAY.

MR. EDITOR:—Almost every issue of the daily papers contain accounts of train robberies, and these have increased to such an extent lately that it seems as though train robbing, as a business, has come to stay, unless some more effective means for destroying it can be discovered than at present exist. Some time ago a train was robbed in Arkansas, and the conductor murdered; at the same time, an attempt to rob one was made in Tennessee, when one of the robbers was mortally, and an officer slightly, wounded. During the extra session, a bill was presented to congress calculated to put a stop to this business by putting it under the jurisdiction of the United States. This bill was vehemently opposed—and fittingly enough—by some gentlemen who represent states where the business has flourished most, on the ground that the corporations wanted to make the government do what they should do themselves. As if corporations were not entitled to the protection of law as well as individuals! There is no reason to doubt the statement that the train robbers are encouraged in their crimes by the knowledge of the sympathy they will have in the communities in which they operate, and of the fact that they can terrify the local authorities; if they had national police to deal with it would be a different matter. The government may be compelled to deal with the business for the express companies have contemplated the plan of raising their rates for the shipment of money to such a figure that the shippers will be compelled to send it by mail. It is a fact that most of the train robbers are either caught or killed; but it is also a fact that those who are disposed to that crime are encouraged to engage in it by the hope that they will not be killed, and the belief that if they escape they can intimidate the local police and enjoy immunity from arrest. There are plenty of well authenticated instances of country officers refusing to run down the robbers for fear of being assassinated. Federal officers would not have to live in the haunts of the robbers, and would not be so easily intimidated. It is a stain upon our national character that this villainy should be permitted to continue straight along for a quarter of a century, all the time growing in boldness. It is bringing many of our brothers to an early grave, and it should be stopped.

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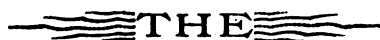
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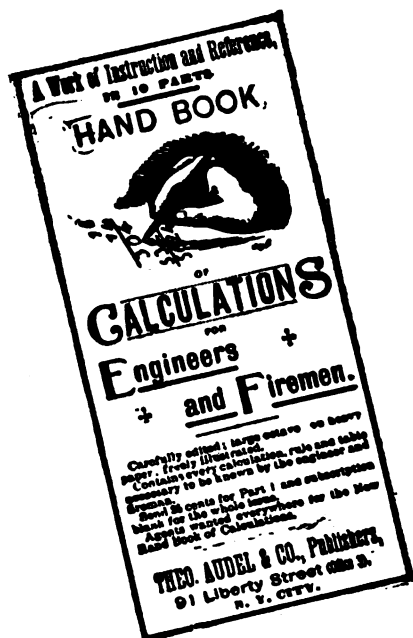
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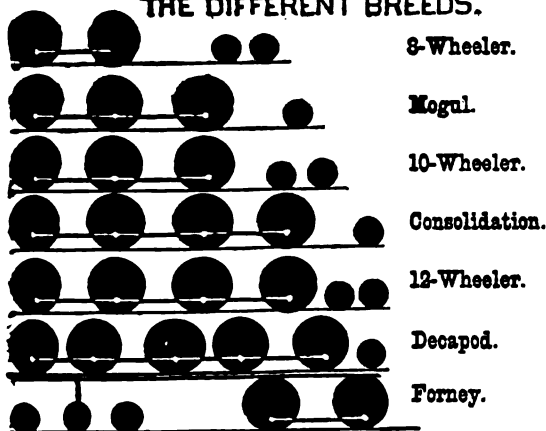
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FEBRUARY. 1893						
S.	M.	T.	W.	T.	F.	S.
...	...	...	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	...	...	...	...

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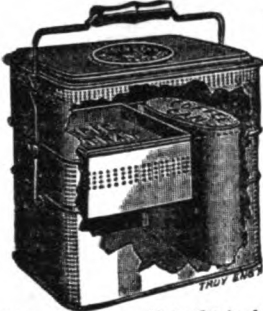
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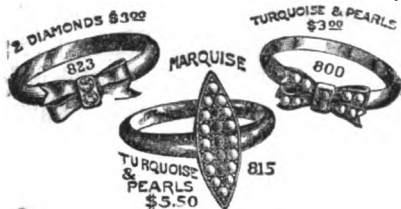
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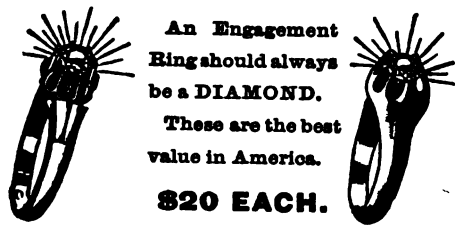
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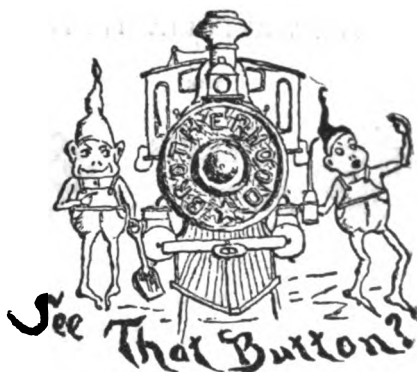


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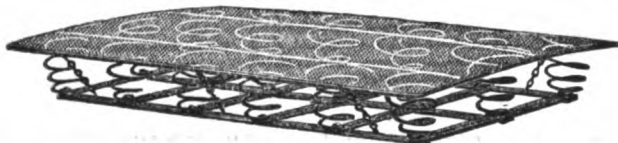
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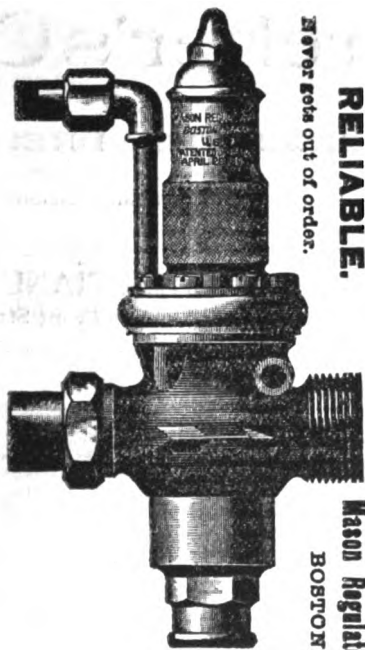
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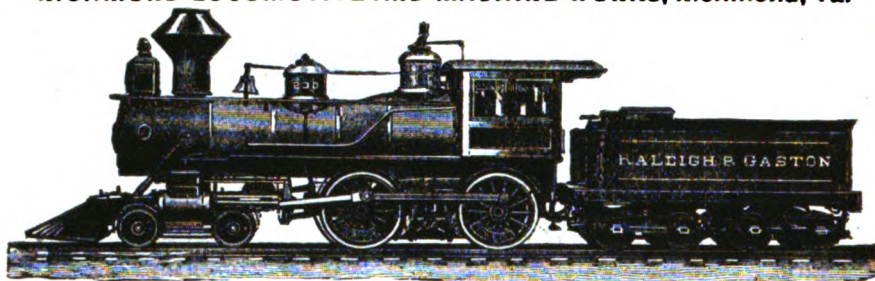
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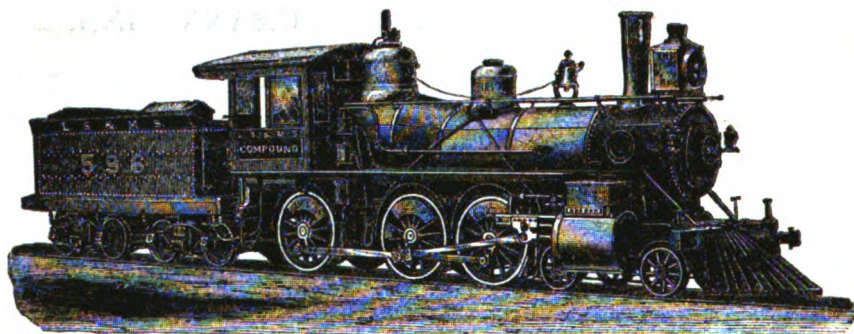
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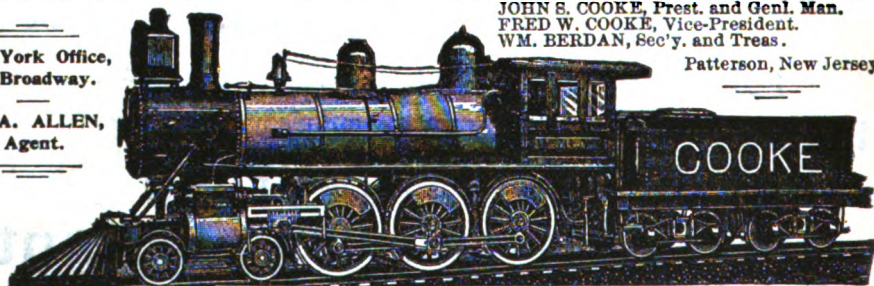
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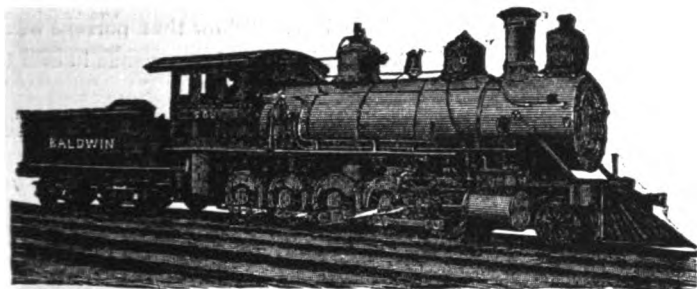


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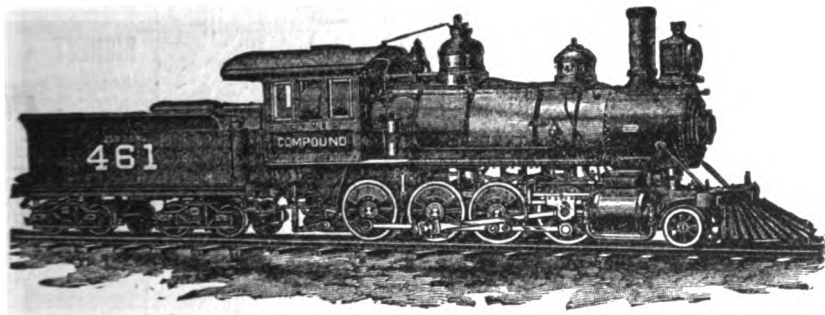
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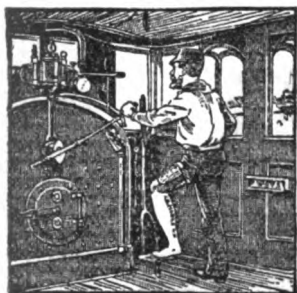
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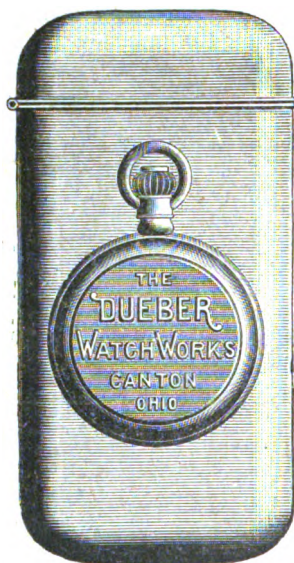
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OFFICE OF GRAND SECRETARY AND TREASURER, }  
TERRE HAUTE, IND., April 1, 1893. }

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of March, 1893:

## RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	4250	72	1176	143	1146	214	886	285	1194	356	114				
2	42	73	84	144	116	215	130	286	138	357	62				
3	540	74	96	145	118	216	62	287	124	358	84				
4	182	75	54	146	120	217	62	288	68	359	72				
5	216	76	54	147	120	218	74	289	154	360	86				
6	136	77	810	148	112	219	118	290		361	142				
7	74	78	194	149	108	220	118	291	108	362	36				
8	274	79	75	150	178	221	106	292		363	186				
9	256	80	62	151	92	222	76	293	50	364	78				
10	218	81	148	152	146	223	82	294	146	365	64				
11	186	82	880	153	68	224	70	295	34	366	52				
12	270	83	212	154	90	225	44	296	102	367	82				
13	360	84	210	155	98	226	122	297	280	368	72				
14	382	85	156	156	88	227	94	298	74	369	88				
15	128	86	152	157	54	228	272	299	104	370	30				
16	196	87	90	158	244	229	72	300	62	371	74				
17	90	88	122	159	212	230	100	301	74	372	78				
18	122	89	44	160	158	231	170	302	90	373	42				
19		90	120	161	30	232	96	303	70	374	96				
20	78	91	114	162	278	233	52	304	102	375	60				
21	190	92	96	163	116	234	104	305	60	376	68				
22	50	93	122	164	138	235		306	180	377	168				
23	40	94	142	165	134	236	136	307	120	378	186				
24	182	95	206	166	184	237	198	308		379	160				
25	150	96	84	167	108	238	172	309	156	380	40				
26	180	97	216	168	140	239	116	310	80	381	72				
27	166	98	74	169	266	240	202	311	44	382	114				
28	120	99	218	170	90	241	346	312	50	383	78				
29	56	100	120	171	96	242	222	313	100	384	110				
30	96	101	115	172	102	243	36	314	180	385	58				
31	72	102	156	173	128	244	42	315	150	386	36				
32	90	103	300	174	134	245	145	316	98	387	64				
33	108	104	122	175	210	246	134	317	90	388	126				
34	106	105		176	98	247	222	318	84	389	54				
35	66	106	44	177		248	178	319	110	390	40				
36	132	107	208	178	184	249	126	320	192	391	120				
37	100	108	84	179	38	250	212	321	52	392	66				
38	112	109	148	180	50	251	812	322	62	393	66				
39	62	110	82	181	38	252	154	323	30	394	48				
40	160	111	186	182	64	253	90	324	62	395	62				
41	72	112	86	183	166	254	148	325	86	396	98				
42	44	113	134	184	70	255	88	326	96	397	52				
43	128	114	38	185	80	256	56	327	90	398	64				
44		115	74	186	106	257	106	328	144	399	38				
45	246	116	172	187	78	258	70	329	34	400	70				
46	90	117	108	188	248	259	132	330	148	401	84				
47	268	118	64	189	108	260	84	331	90	402	66				
48	182	119	56	190	34	261	86	332	58	403					
49	128	120	134	191	120	262	110	333	190	404	54				
50		121	134	192	228	263	108	334	118	405	136				
51	88	122	66	193	90	264	110	335	98	406	36				
52	176	123	142	194	134	265	122	336	42	407	100				
53	116	124	94	195	50	266	168	337	178	408	114				
54	238	125	72	196	172	267	140	338	96	409	84				
55	72	126	73	197	106	268	66	339	348	410	94				
56	56	127	116	198	110	269	132	340	74	411	30				
57	816	128	72	199	60	270	198	341	64	412	72				
58	84	129	206	200	98	271	76	342	58	413	60				
59	166	130	196	201	90	272	42	343	52	414	60				
60	26	131	88	202	138	273	126	344	122	415	182				
61	194	132	112	203	152	274		345	58	416	64				
62	132	133	126	204	66	275	78	346	38	417	70				
63	138	134	118	205	114	276	72	347	72	418	56				
64	120	135	90	206	118	277	22	348	104	419	82				
65	104	136	50	207	202	278	40	349	58	420	82				
66	90	137	54	208	74	279	64	350	120	421	44				
67	194	138	104	209	112	280	50	351	34	422	52				
68	102	139	70	210	62	281	86	352	96	423	108				
69	58	140	174	211	198	282	86	353	64	424	134				
70	88	141	326	212		283	82	354	138	425	108				
71	158	142	244	213	56	284	300	355	104	426	38				

## RECEIPTS—Continued.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
427	\$64	440	\$104	453		466	\$170	479	\$54	492	\$62
428	54	441		454	\$114	467	70	480	44	493	54
429	92	442	70	455	44	468	40	481	80	494	46
430	72	443	80	456	44	469	30	482		495	
431		444	150	457	60	470	72	483	52	496	44
432	128	445	56	458	52	471	58	484	50	497	42
433	72	446	90	459		472		485	172	498	44
434	126	447	68	460	78	473	78	486	44	499	26
435	44	448	104	461	54	474	72	487	74	500	26
436		449	70	462	98	475	106	488	38	501	54
437		450	94	463	74	476	44	489	50		
438	42	451	44	464	34	477		490	50		
439	72	452		465	32	478	70	491	40		

Balance on hand March 1, 1893 . . . . . \$26,741 75  
Received during month . . . . . 53,058 00

Total . . . . . \$79,799 75

## DISBURSEMENTS.

By Claims 939, 940, 941, 942, 943, 944, 945, 946,  
947, 948, 949, 950, 951, 952, 953, 954, 955, 956,  
957, 958, 959, 960, 961, 962, 963, 964, 965 . . . \$40,500 00

Balance on hand April 1, 1893 . . . . . \$39,299 75

Respectfully submitted,  
F. W. ARNOLD.

## NOTICE TO CHAIRMEN AND SECRETARIES OF JOINT PROTECTIVE BOARDS.

The Third Biennial Convention provided that the addresses of all chairmen and secretaries of Joint Protective Boards should be published in the MAGAZINE in the months of June and December of each year. In order to enable us to do this it is requested that the chairman or secretary of each Joint Protective Board at once forward to the Grand Secretary and Treasurer the names and addresses of both chairman and secretary. The addresses thus obtained will be properly classified and published, and will be of great convenience to the members of such boards, as also to their lodges and the grand lodge.

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We have on hand a supply of bound volumes of the MAGAZINE for the year 1891.

The volumes are artistically bound in a way to withstand wear, and we need not say are intrinsically valuable, containing as they do, a wide range of topics on subjects well calculated to interest the general reader, as well as those who are the students of labor problems.

In this connection we suggest that these bound volumes of the MAGAZINE would be a valuable present on birth day occasions, or as tokens of remembrance, to be presented at any time, and as the price has been reduced to \$1.00 we shall hope to receive sufficient orders to reduce the supply, since no fireman's library would be complete without one.

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- C. J. Hunt**, 22 Sussex st. . . . . Magazine Agent

**2. SPARTAN; Monon, Ind.**

- Meets in I. O. O. F. Hall, 1st and 3d Sundays.
- T. F. Doran** . . . . . Master
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- Wm. York** . . . . . Collector
- E. J. Shields** . . . . . Receiver
- M. T. O'Mara** . . . . . Magazine Agent

**3. ADOPTED DAUGHTER; Jersey City, N. J.**

- Meets in Germania Hall, 140 Newark ave., 2d and  
4th Sundays.
- W. J. Murphy**, 59 Penn ave., Newark . . . Master
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- J. B. Sweet**, 125 Academy st. . . . . Collector
- E. M. McMahon**, 68 Gregory st. . . . . Receiver
- F. G. Hodges**, 117 Glenwood ave. . . . . Mag. Agent

**4. GREAT EASTERN; Portland, Maine.**

- Meets in B. of L. E. Hall, 53 Temple st., 1st and  
8d Sundays.
- G. D. Getchell**, 374 Cumberland st. . . . Master
- L. W. Foss**, 254 B st. . . . . Secretary
- Michael Glynn**, 16 Tyng st. . . . . Collector
- J. E. Cook**, 11 Valley. . . . . Receiver
- W. F. Coffin**, 1019 Congress st. . . Magazine Agent

**5. CHARITY; St. Thomas, Ont.**

- Meets in B. of L. E. Hall every Tuesday at 7:30  
P. M.
- Robt. Forster**, Box 1273 . . . . . Master
- Eli Cowles**, Box 1273 . . . . . Secretary
- Jas. Morris**, Box 1273 . . . . . Collector
- H. H. Tedford**, Box 1273 . . . . . Receiver
- H. C. Burch**, Box 1273 . . . . . Magazine Agent

**6. PRIDE OF THE WEST; DeSoto, Mo.**

- Meets in K. P. Hall, cor. Second and Boyd sts.,  
every Monday at 2 P. M.
- H. F. Hort**, Box 191 . . . . . Master
- Fred Showman**, Box 52 . . . . . Secretary
- Jno. McBride**, Box 206 . . . . . Collector
- E. B. Williams**, Box 123 . . . . . Receiver
- C. E. Becker**, Box 5 . . . . . Magazine Agent

**7. POTOMAC; Washington, D. C.**

- Meets in McCaulley's Hall, 2d and 4th Sundays
- R. M. Smith**, 139 Carol st. S. E. . . . . Master
- Jeremiah Reagan**, 103 E St. S. E. . . . . Secretary
- C. E. Bush**, 1009 N. J. ave S. E. . . . . Collector
- H. A. Newman**, 632 4 $\frac{1}{2}$  st. S. W. . . . . Receiver
- H. A. Newman**, 632 4 $\frac{1}{2}$  st. S. W. . . Magazine Agent

**8. RED RIVER; Denison, Tex.**

- Meets in I. O. O. F. Hall every Saturday at 7:30  
P. M.
- M. H. Kildery**, 114 W. Monterey st. . . . Master
- W. L. Blessing**, L. Box 37 . . . . . Secretary
- T. J. Dryer**, 709 W Shepard st. . . . . Collector
- L. S. Cox**, 210 E Munson st. . . . . Receiver
- Chas. Fullington**, 807 Travis ave, Magazine Agent

**9. FRANKLIN; Columbus, Ohio.**

- Meets in B. of L. F. and B. of L. E. Hall, 180 $\frac{1}{2}$  N.  
High st, alternate Mondays at 8 P. M.
- Melvin Emlin**, 437 Galloway ave. . . . . Master
- G. H. Landon**, 535 St. Clair ave. . . . . Secretary
- F. J. Singleton**, 468 Grove st. . . . . Collector
- J. F. McNamee**, 465 Grove st. . . . . Receiver
- Chas. Rinehart**, 865 Arsenal Ave . . . Mag. Agent

**10. FOREST CITY; Cleveland, Ohio.**

- Meets at 182 Ontario st, 1st and 3d Sundays at  
1:30 P. M.
- Thos. Donaldson**, 4 $\frac{1}{2}$  Professor st. . . . . Master
- S. R. Tate**, 374 Jefferson st. . . . . Secretary
- A. G. Laubscher**, West Cleveland . . . . Collector
- T. P. Curtis**, 710 Lorain st. . . . . Receiver
- S. R. Tate**, 374 Jefferson st. . . . . Magazine Agent

**11. EXCELSIOR; Phillipsburg, N. J.**

- Meets in Gwinner's Hall, 2d and 4th Sundays.
- J. W. Flynn** . . . . . Master
- David Gorgas** . . . . . Secretary
- C. J. Herbert** . . . . . Collector
- J. W. Sinclair**, L. Box 196 . . . . . Receiver
- Abram Vanatta** . . . . . Magazine Agent

**12. BUFFALO; Buffalo, N. Y.**

- Meets in Firemen's Hall, 198 Seneca st, every  
Tuesday evening.
- G. S. Flading**, 111 Colist . . . . . Master
- F. J. Brennan**, 175 So. Division st. . . . . Secretary
- Jno. Meyer**, 218 Bristol st. . . . . Collector
- P. J. McNamara**, 70 Michigan st. . . . . Receiver
- P. M. Cleary**, 139 N. Ogden st. . . . . Magazine Agent

**13. WASHINGTON; Jersey City, N. J.**

- Meets in Masonic Hall, cor. Pacific ave and Ma-  
ple st, every third Sunday.
- F. A. Engel**, Bergen Point. . . . . Master
- Henry Klein**, 135 Woodward st. . . . . Secretary
- E. F. Jones**, 111 Pacific ave. . . . . Collector
- W. J. Lewis**, 225 Whiton st. . . . . Receiver
- G. R. Rowland**, 224 Franklyn st, Elizabeth,  
. . . . . Magazine Agent

**14. EUREKA; Indianapolis, Ind.**

- Meets in Griffith Block, 34 W. Washington st,  
every Tuesday at 8 P. M.
- W. J. Hugo**, 79 North Noble st. . . . . Master
- G. P. Kern**, 57 E. Morris st. . . . . Secretary
- E. J. Kline**, 631 North West . . . . . Collector
- W. J. Hugo**, 79 North Noble st. . . . . Receiver
- J. A. Farrell**, 33 Catharine t. . . . . Magazine Agent

**15. ST. LAWRENCE; Montreal, Canada.**

- Meets in St. Charles Club Hall alternate Sundays.
- H. Wheatley**, 106 Charron st, Point St.  
Charles . . . . . Master
- J. A. McKenna**, 68 Chateauguay st, Point  
St. Charles . . . . . Secretary
- Samuel Edwards**, 39 Knox st, Point St.  
Charles . . . . . Collector
- H. J. Clark**, 154 Charron st, Point St.  
Charles . . . . . Receiver
- Jno Roxborough**, 91 Conway st, Pt St.  
Charles . . . . . Magazine Agent

**16. VIGO; Terre Haute, Ind.**

- Meets 2d and 4th Wednesdays at 7:30 P. M.
- F. E. Dupell**, 928, N. Ninth st. . . . . Master
- McE. B. Glenn**, 1427 S. Sixth st. . . . . Secretary
- W. J. Butler**, 402 N. 12th st. . . . . Collector
- C. A. Bennett**, 1004 N. Ninth st. . . . . Receiver
- C. E. Dodson**, 420 N 13th st. . . . . Magazine Agent

**17. PINK RIDGE; Chadron, Neb.**

Meets in I. O. O. F. Hall, 1st and 3d Sundays.  
 J. E. Platter . . . . . Master  
 W. E. Drews . . . . . Secretary  
 T. A. Johnston . . . . . Collector  
 H. O. Smith . . . . . Receiver  
 T. A. Johnston, Box 547 . . . . . Magazine Agent

**18. WEST END; Slater, Mo.**

Meets in K. of P. Hall every Saturday evening.  
 J. J. Day . . . . . Master  
 J. B. Rich . . . . . Secretary  
 F. G. Klein . . . . . Collector  
 Jno. Reid . . . . . Receiver  
 M. C. Page . . . . . Magazine Agent

**19. TRUCKEE; Wadsworth, Nevada.**

Meets in B. of L. E. and B. of L. F. Hall every Friday at 7 P. M.  
 C. A. Beemer . . . . . Master  
 Jno. Griffin . . . . . Secretary  
 G. W. Davis . . . . . Collector  
 W. B. Strong . . . . . Receiver  
 Edward Kelly . . . . . Magazine Agent

**20. STUART; Stuart, Iowa.**

Meets in Engineer's Hall every Tuesday at 7:30 P. M.  
 Grafton Zenor, Box 17 . . . . . Master  
 J. W. Taylor, Box 172 . . . . . Secretary  
 H. E. Chalmers, Box 120 . . . . . Collector  
 Grafton Zenor, Box 17 . . . . . Receiver  
 Alfred Hibbard . . . . . Magazine Agent

**21. INDUSTRIAL; St. Louis, Mo.**

Meets in Havlin's Hall, Sixth and Walnut Sts., 2d and 4th Fridays.  
 W. G. Canfield, 1422 Clark ave . . . . . Master  
 B. T. Victor, 800 So 8th st . . . . . Secretary  
 Louis Volker, 1008 Park ave . . . . . Collector  
 W. B. Grate, 944 Chouteau ave . . . . . Receiver  
 C. N. Kidd, Poplar Bluff . . . . . Magazine Agent

**22. CENTRAL; Urbana, Ill.**

Meets in I. O. O. F. Hall 2d and 4th Sundays.  
 I. G. Miller . . . . . Master  
 Scott Buscy, Box 61 . . . . . Secretary  
 Harry Martin . . . . . Collector  
 I. G. Miller . . . . . Receiver  
 W. F. Lewis, Box 324 . . . . . Magazine Agent

**23. PHOENIX; Brookfield, Mo.**

Meets in I. O. O. F. Hall, 1st and 3d Wednesdays at 7:30 P. M.  
 Joshua Proctor, Box 60 . . . . . Master  
 A. B. Lucas, Box 608 . . . . . Secretary  
 H. L. Mansfield . . . . . Collector  
 A. B. Lucas, Box 608 . . . . . Receiver  
 J. F. Holland . . . . . Magazine Agent

**24. GREAT WESTERN; Parsons, Kan.**

Meets in Brotherhood Hall every Wednesday at 2 P. M.  
 C. W. Maier, 1714 E Clark ave . . . . . Master  
 Curtis Parsons, 2501 Crawford ave . . . . . Secretary  
 Henry Licheaky . . . . . Collector  
 Wm. Milne, 1720 E. Clark ave . . . . . Receiver  
 Wm. Milne, 1720 E. Clark ave . . . . . Magazine Agent

**25. CONNECTING LINK; Beema, Iowa.**

Meets in Red Men's Hall, cor. 8th and Story sts 1st and 3d Sundays.  
 F. L. Maynard, Box 662 . . . . . Master  
 M. N. Crane . . . . . Secretary  
 M. N. Crane . . . . . Collector  
 A. M. Sourwine . . . . . Receiver  
 Sherman Long, 720 Pine st, East Des Moines, . . . . . Magazine Agent

**26. ALPHEA; Baraboo, Wis.**

Meets in B. of L. E. Hall, 2d and 4th Mondays.  
 Henry Wettstein . . . . . Master  
 Fred Van Leabout, Box 886 . . . . . Secretary  
 W. H. Pobjoy . . . . . Collector  
 Fred Van Leabout, Box 886 . . . . . Receiver  
 Cory Compton . . . . . Magazine Agent

**27. HAWKEYE; Cedar Rapids, Iowa.**

Meets in B. of L. F. Hall, O'Hara's Block, 2d st, 2d Sunday at 2:30 P. M., and 4th Monday at 7:30 P. M.  
 H. T. Smith . . . . . Master  
 J. E. Byerly, 403 G ave West . . . . . Secretary  
 A. H. McKenzie, 174 B. Ave . . . . . Collector  
 J. L. Jennings, 361 B. ave. W. . . . . Receiver  
 A. H. McKenzie, 174 B Ave . . . . . Magazine Agent

**28. ELKHORN; North Platte, Neb.**

Meets in First National Bank Hall, cor. 5th and Spruce sts, every Sunday at 1:30 P. M.  
 F. J. Doran, Box 362 . . . . . Master  
 S. H. Donehower, L. Box 402 . . . . . Secretary  
 J. G. Warland . . . . . Collector  
 H. F. Jeffrey, Box 241 . . . . . Receiver  
 N. L. Newman, Box 116 . . . . . Magazine Agent

**29. CERRO GORDO; Mason City, Iowa.**

Meets in Odd Fellows' Hall, Main st., 1st Monday at 7:30 P. M., and 3d Sunday at 2:30 P. M.  
 W. R. Rouse, 508 E. Huntley st . . . . . Master  
 Max Newbowers, 410 E. Miller st . . . . . Secretary  
 Eugene Bowen . . . . . Collector  
 W. R. Rouse, 508 E. Huntley st . . . . . Receiver  
 Max. Newbowers, 410 E. Miller st . . . . . Mag. Agent

**30. CEDAR VALLEY; Waterloo, Iowa.**

Meets in Select Knights' Hall, Sycamore and 4th sts, 1st and 3d Sundays at 2 P. M.  
 H. J. Reynolds . . . . . Master  
 R. A. Corson, Box 1154 . . . . . Secretary  
 F. W. Boston, Box 1154 . . . . . Collector  
 R. A. Corson, Box 1154 . . . . . Receiver  
 Boardman Cooley . . . . . Magazine Agent

**31. R. R. CENTRE; Atchison, Kansas.**

Meets in Woodman's Hall, cor. 6th and Santa Fe sts, 2d and 4th Sundays at 2:30 P. M.  
 M. A. Sullivan, 1810 Santa Fe st . . . . . Master  
 D. P. Coleman, 922 So 7th st . . . . . Secretary  
 Edwin McKeen, 1581 Commercial st . . . . . Collector  
 Jno. O'Connor, 1428 Santa Fe st . . . . . Receiver  
 F. A. Short, 1417 Atchison st . . . . . Magazine Agent

**32. BORDER; Ellis, Kansas.**

Meets in K. of P. Hall every Tuesday at 3 P. M.  
 J. H. Kinney, Box 158 . . . . . Master  
 Gustav Ebeling . . . . . Secretary  
 W. M. Griest . . . . . Collector  
 G. B. Leisenring . . . . . Receiver  
 J. C. Barnes, Box 218 . . . . . Magazine Agent

**33. SUCCESS; Trenton, Mo.**

Meets in Engineers' Hall, cor. Elm and Water sts, 1st and 3d Monday afternoons and 2d and 4th Monday evenings.  
 W. M. Goode . . . . . Master  
 A. A. Peterson . . . . . Secretary  
 G. N. Liston . . . . . Collector  
 W. C. Gallup, L. Box 34 . . . . . Receiver  
 J. B. Kackley . . . . . Magazine Agent

**34. CLINTON; Clinton, Iowa.**

Meets in Engineers' Hall, 1st and 3d Sundays at 2:30 P. M.  
 A. J. Randall . . . . . Master  
 C. E. Potter, 848 Sunnyside ave . . . . . Secretary  
 W. N. Smith, 425 Eighth ave . . . . . Collector  
 P. J. Coffey, 919 Third st . . . . . Receiver  
 Parker Lillis, 901 Third st . . . . . Magazine Agent

**35. AMBOY; Amboy, Ill.**

Meets in Engineers' Hall 1st and 3d Mondays.  
 J. D. Mahoney . . . . . Master  
 F. W. Calkins, Box 255 . . . . . Secretary  
 C. H. Perry . . . . . Collector  
 W. T. Getty . . . . . Receiver  
 Conrad Long . . . . . Magazine Agent

**36. TIPPECANOE; Lafayette, Ind.**

Meets in K. P. Hall, Fifth and Columbia sts, at 2 P. M., Sundays.  
 Chas. Ernst, 164 Salem st . . . . . Master  
 T. A. Vaughan, 181 Alabama st . . . . . Secretary  
 Chas. Ernst, 164 Salem st . . . . . Collector  
 W. R. Johnson, 110 S. Fourth st . . . . . Receiver  
 Jno. Morrow, L. E. & W. B. R. . . . . Magazine Agent

**37. NEW HOPE; Centralia, Ill.**

Meets in Engineers' Hall, every Wednesday at 8 P. M.  
 H. G. Cormick, Locust and 1st South sts. Master  
 Ferdinand Bauer, Box 206 . . . . . Secretary  
 A. C. Stone . . . . . Collector  
 Ferdinand Bauer, Box 206 . . . . . Receiver  
 Ferdinand Bauer, Box 206 . . . . . Magazine Agent

**38. AVON; Stratford, Ont.**

Meets in I. O. O. F. Hall 1st and 3d Sundays.  
 Jno. Scanlon, Box 818 . . . . . Master  
 Jas. Davidson, Box 818 . . . . . Secretary  
 Wm. Cardwell, Box 818 . . . . . Collector  
 Robt. McIntosh, Box 818 . . . . . Receiver  
 J. J. Scanlon, Box 818 . . . . . Magazine Agent

- 39. TWIN CITY; Rock Island, Ill.**  
Meets in Engineers' Hall, 2d Sunday and 4th Monday.  
J. P. Connelly, 1231 Sixth ave. . . . . Master  
Dan'l Moroney, 8th ave & 27th st . . . Secretary  
Simon McMahon, Jr, 2d ave bet. 20th and 21st sts . . . . . Collector  
Dan'l Moroney, 8th ave and 27th st . . . Receiver  
Wm. McElrath, Vine st., bet. 25th and 26th . . . . . Mag. Agent
- 40. BLOOMING; Bloomington, Ill.**  
Meets in Engineers' Hall every Tuesdays at 7:30 P. M.  
Joseph Turpin, 1105 N. Oak st . . . . . Master  
Jos. Berner, 1105 N. Oak st . . . . . Secretary  
Jos. Berner, 1105 N. Oak st . . . . . Collector  
R. J. McDonald . . . . . Receiver  
Frank Shaffer, 716 W. Jefferson st. . . Mag. Agent
- 41. ONWARD; Dickinson, N. Dakota.**  
Meets in I. O. O. F. Hall, every Thursday at 7:30 P. M.  
Alex Fowler . . . . . Master  
W. R. Williams, Box 39 . . . . . Secretary  
J. J. Bartley . . . . . Collector  
W. D. Sinnamon . . . . . Receiver  
H. F. Repke . . . . . Magazine Agent
- 42. ELMO; Madison, Wis.**  
Meets in Good Templars' Hall, 2d and 4th Sundays.  
B. B. Wilber, 531 W. Main st . . . . . Master  
Frank Lawrence, 531 W. Main st . . . . . Secretary  
John Harrington, 520 W. Main st . . . Collector  
B. B. Wilber, 531 W. Main st . . . . . Receiver  
S. E. Alvord, 531 W. Main st . . . Magazine Agent
- 43. ST. JOSEPH; St. Joseph, Mo.**  
Meets in Brockway's Hall, Eighth and Locust sts, 2d and 4th Thursdays.  
W. E. Sullivan, 2219 So 6th st. . . . . Master  
W. E. Bristol, 2314 So. 6th st . . . . . Secretary  
W. E. Sullivan, 2219 So. 6th st . . . . . Collector  
Jos. Kane, 805 So 11th st . . . . . Receiver  
P. J. Maxey, 828 So. 9th st . . . . . Magazine Agent
- 44. F. W. ARNOLD; East St. Louis, Ill.**  
Meets in Jackiesch's Hall, cor. Missouri ave and Main st, alternate Tuesdays.  
R. H. Steveson, 320 Illinois ave . . . . Master  
W. W. Gills, 739 Collinsville ave . . . . Secretary  
T. M. Leonard, 310 Market ave . . . . . Collector  
J. P. Collins, 518 W. Missouri ave . . . Receiver  
T. M. Leonard, 310 Market ave . . . Magazine Agent
- 45. ROSE CITY; Little Rock, Ark.**  
Meets in O. R. C. Hall, corner Markham and Chester sts., 1st and 3d Sundays at 2:30 P. M., and 2d and 4th Sundays at 7:30 P. M.  
C. R. Haase, 134 Riverside ave . . . . . Master  
A. J. Bailey, Masonic Temple . . . . . Secretary  
Mathias Laux, 201 Pulaski st . . . . . Collector  
E. W. Mills, 1419 W. 5th st . . . . . Receiver  
Benj. Nolan, 1303 Lincoln ave . . . Magazine Agent
- 46. CAPITOL; Springfield, Ill.**  
Meets in Engineers' Hall, Fifth st, bet. Monroe and Adams, 1st and 3d Sunday afternoons.  
E. W. Rowland, 1411 E Cook st . . . . . Master  
C. F. Sells, 1415 So 9th st . . . . . Secretary  
H. W. Warboys . . . . . Collector  
W. E. Hall, 1601 So. Tenth st . . . . . Receiver  
Edw. Meyers, Wabash r'd house, Magazine Agent
- 47. TRIUMPHANT; Chicago, Ill.**  
Meets in Prosperity Hall, N. E. cor. State and 18th sts., 1st Monday eve., and 3d Sunday afternoon.  
W. A. Leonard, 1331 Wabash ave . . . . Master  
J. W. McIntosh, 2389 Archer ave . . . . . Secretary  
J. W. McIntosh, 2389 Archer ave . . . . . Collector  
Nicholas Schilling, 9331 LaSalle st . . . Receiver  
W. H. Ryan, 1351 State st . . . . . Magazine Agent
- 48. W. F. HYNES; Peoria, Ill.**  
Meets in Castle Hall, 214 So. Adams st., Observatory Building, 2d and 4th Saturday evenings.  
C. C. Crane, 509 First st . . . . . Master  
W. A. McMillan, 206 State st . . . . . Secretary  
W. A. McMillan, 206 State st . . . . . Collector  
D. N. Watt, 617 1st st . . . . . Receiver  
F. J. Melford, 212 New st . . . . . Magazine Agent
- 49. J. M. BAYMOND; Decatur, Ill.**  
Meets in Engineers' Hall, 2d and 4th Sundays at 2 P. M.  
W. J. Long, 1410 E. William st . . . . . Master  
Thos. McMillan, 1224 E Eldorado st . . . Secretary  
J. B. Lannon, 1057 N Clayton st . . . . . Collector  
A. H. Sutton, 975 N. Weyer st . . . . . Receiver  
E. O. Shively, 1135 E William st . . . . . Mag. Agent
- 50. GARDEN CITY; Chicago, Ill.**  
Meets in Engineers' Hall, 48th and State sts, 1st and 3d Sundays at 2 P. M., and 2d and 4th Saturdays at 7:30 P. M.  
J. T. Lee, 4404 Armour ave . . . . . Master  
W. H. Greene, 4900 Dearborn st . . . . . Secretary  
C. D. Dickerman, 5142 Dearborn st . . . Collector  
Geo. Ford, 5014 State st . . . . . Receiver  
J. T. Lee, 4404 Armour ave . . . . . Magazine Agent
- 51. FRISCO; North Springfield, Mo.**  
Meets in G. A. R. Hall, every Wednesday at 2 P. M.  
Frank Gano, 1934 N. Robberson ave . . . Master  
B. C. Reddick, 1602 Florence st . . . . . Secretary  
W. H. Hulise Station A . . . . . Collector  
H. F. Hill, 1104 E. Blair St., Station A, Springfield . . . . . Receiver  
S. C. Marcroft, 1507 Lyon st . . . . . Magazine Agent
- 52. GOOD WILL; Loganport, Ind.**  
Meets in Firemen's Hall, N. E. cor. Fourth and Market sts., 1st and 3d Sundays.  
J. A. Holland, 6 Sycamore st . . . . . Master  
F. P. Jackson, 631 Lyndon ave . . . . . Secretary  
Jno. Rombolt, 106 Osage st . . . . . Collector  
F. P. Beam, 531 Ottawa st . . . . . Receiver  
F. P. Jackson, 631 Lyndon ave . . . Magazine Agent
- 53. EMPORIA; Emporia, Kansas.**  
Meets in Federation Hall, cor. 3d ave and West sts, 1st and 3d Mondays.  
I. M. Hadley, 332 Constitution st . . . . Master  
F. E. Maier, 324 West St . . . . . Secretary  
John McGaha, Moline . . . . . Collector  
E. S. Pearce, 332 Constitution st . . . . Receiver  
O. T. Pearce, 332 Constitution st, Magazine Agent
- 54. ANCHOR; Moberly, Mo.**  
Meets in Engineers' Hall every Tuesday evening.  
C. M. C. Wilson, 305 Farrar st . . . . . Master  
W. T. Scully, 331 N Clark st . . . . . Secretary  
Max Owen, 330 S. Marley st . . . . . Collector  
G. N. Cornell, 718 Culp st . . . . . Receiver  
Michael Sullivan, 538 Barron st . . . Magazine Agent
- 55. BLUFF CITY; Memphis, Tenn.**  
Meets in Croner's Hall, cor. Poplar and Main sts. 1st and 3d Mondays.  
Edw. Dwyer, 204 Mill st . . . . . Master  
L. J. Lucke, 237 Greenlaw st . . . . . Secretary  
Jno. McCurdy, L & N RR shops . . . . . Collector  
L. J. Lucke, 237 Greenlaw st . . . . . Receiver  
Michael Cady, 12 Bender st . . . . . Magazine Agent
- 56. BANNER; Stanberry, Mo.**  
Meets in B. of E. T. Hall, every Saturday evening.  
H. L. Powell . . . . . Master  
W. E. Baldwin, L Box 400 . . . . . Secretary  
W. M. Rodgers . . . . . Collector  
T. B. Cambron . . . . . Receiver  
C. H. Runyon . . . . . Magazine Agent
- 57. BOSTON; Boston, Mass.**  
Meets in Templar Hall, 724 Washington st., 2d and 4th Sundays at 10:30 A. M.  
J. Rowan, 29 Dwight st . . . . . Master  
L. M. Howard, 242½ Broadway, South Boston . . . . . Secretary  
J. Rowan, 29 Dwight st . . . . . Collector  
A. A. Fuller, 276 Ruggles st . . . . . Receiver  
L. C. Everett, Dedham . . . . . Magazine Agent
- 58. SACRAMENTO; Rocklin, Cal.**  
Meets in Masonic Hall, every Monday and Thursday.  
J. H. Penney . . . . . Master  
F. G. Neff . . . . . Secretary  
J. J. Brennan . . . . . Collector  
J. B. Hogan . . . . . Receiver  
D. O. McKellips, Donner . . . . . Magazine Agent
- 59. ROYAL GORGE; Pueblo, Colo.**  
Meets in B. of L. F. Hall, cor. D st. and Union ave., every Monday at 7:30 P. M.  
G. W. Detamore, 12 Terrace View . . . . Master  
P. B. Bradford, 37 Block X . . . . . Secretary  
C. E. Blackburn, 320 So. Union ave . . . Collector  
Henry R. Smith, 320 So. Union ave . . . Receiver  
G. W. Detamore, 12 Terrace View . . . Mag. Agent

**60. UNITED; Philadelphia, Pa.**

Meets in Dover Hall, 2204 Marshall st., 1st and 3d Saturday evenings.  
 Jacob Fry, 2123 N 10th st. . . . . Master  
 Howard Reeder, 1134 W Somerset st. . . . . Secretary  
 Jas. Werts, 1549 Hewson st. . . . . Collector  
 B. F. Pettit, 2123 N. 10th st. . . . . Receiver  
 B. F. Pettit, 2123 N. 10th st. . . . . Magazine Agent

**61. MINNEHAWA; St. Paul, Minn.**

Meets in Druid's Hall, cor. Seventh and Jackson sts., 2d and 4th Sundays at 2 P. M.  
 Michael Kelly, 412 Thomas st. . . . . Master  
 H. E. Kemp, 677 L'Oriont st. . . . . Secretary  
 W. F. Maher, 193 Penna ave. . . . . Collector  
 T. T. Hart, 709 Tuscarora ave. . . . . Receiver  
 W. F. Maher, 193 Penna ave. . . . . Magazine Agent

**62. VANCEKGEN; Carbondale, Pa.**

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 2 P. M.  
 S. E. Banker, 17 Belmont st. . . . . Master  
 G. P. Berry, 83 Park st. . . . . Secretary  
 S. E. Banker, 17 Belmont st. . . . . Collector  
 H. E. Kyger, 515 Hazel st., Danville, Ill. . . . . Receiver  
 Jos. Wilcox, 56 Canaan st. . . . . Magazine Agent

**63. HERCULES; Danville, Ill.**

Meets in K. of H. Hall, over N. E. cor. Main and Walnut st., 1st and 3d Sundays.  
 Jas. Burns, C. & E. I. Round House. . . . . Master  
 E. E. Partlow, Box 927. . . . . Secretary  
 F. Krael, Fairchild st. . . . . Collector  
 Chas. Bordolo, Fairchild st. . . . . Receiver  
 C. A. Snyder, 709 N. Vermillion st. . . . . Mag. Agent

**64. SIOUTX; Sioux City, Iowa.**

Meets in Lyons Hall, 416 Pearl st, 2d and 4th Sundays.  
 J. N. Barber, 1621 1/2 5th st. . . . . Master  
 T. F. Dolan, 107 S. Wall st. . . . . Secretary  
 A. W. Johnson, 1119 Fourth st. . . . . Collector  
 T. F. Dolan, 107 S. Wall st. . . . . Receiver  
 Martin Mangan, 1516 E 7th st. . . . . Magazine Agent

**65. FORT RIDGELY; Waseca, Minn.**

Meets in Engineers' Hall, 1st and 3d Sundays.  
 Jas. Hockenbuhl. . . . . Master  
 Geo. Woskie. . . . . Secretary  
 A. G. Cobb. . . . . Collector  
 A. M. Snyder. . . . . Receiver  
 E. G. Faes. . . . . Magazine Agent

**66. CHALLENGE; Belleville, Ontario.**

Meets in B. of L. E. Hall, Station st., 2d and 4th Sundays.  
 W. J. Logue, Belleville Station. . . . . Master  
 Wm. Andrews, Belleville Station. . . . . Secretary  
 Victor Wensley, Belleville Station. . . . . Collector  
 W. J. Logue, Belleville Station. . . . . Receiver  
 Jno. Murray, Belleville Station. . . . . Magazine Agent

**67. DOMINION; Toronto, Canada.**

Meets in I.O.O.F. Hall, cor. Queen st and Spadine ave. 2d and 4th Sundays at 2:30 P. M.  
 T. N. Modeland, 796 King st W. . . . . Master  
 I. K. Belyea, 546 Front st W. . . . . Secretary  
 Philip Richardson, 63 Stafford st. . . . . Collector  
 I. K. Belyea, 546 Front st W. . . . . Receiver  
 Hector Fitzgerald, 137 Portland st. . . . . Magazine Agent

**68. KAU CLAIRE; Altoona, Wis.**

Meets in B. of L. F. Hall, 2d and 4th Sundays.  
 Jno. Nolan, Box 108. . . . . Master  
 Wm. McLyman. . . . . Secretary  
 Peter Clune. . . . . Collector  
 Stanley Ives. . . . . Receiver  
 Wm. McLyman. . . . . Magazine Agent

**69. ISLAND CITY; Brockville, Ontario.**

Meets in B. of L. F. Hall, Merrill Block, every Tuesday at 7:30 P. M.  
 D. W. Wilkinson. . . . . Master  
 H. E. Bramley, Box 427. . . . . Secretary  
 Francis Flanagan. . . . . Collector  
 W. J. Dowell, Box 188. . . . . Receiver  
 F. H. Corrigan, Box 159. . . . . Magazine Agent

**70. LONE STAR; Longview, Texas.**

Meets in I. O. O. F. Hall every Saturday evening.  
 H. G. Hanson. . . . . Master  
 Drura Vandewater, Box 208. . . . . Secretary  
 L. D. Oden, Box 186. . . . . Collector  
 Harry Finnegan, Box 141. . . . . Receiver  
 J. W. Smith. . . . . Magazine Agent

**71. SUSQUEHANNA; Oneonta, N. Y.**

Meets in Red Men's Hall 2d and 4th Sundays at 8 P. M.  
 D. B. Howard, 52 1/2 Main st. . . . . Master  
 W. P. Emery, 66 1/2 Deitz st. . . . . Secretary  
 J. N. Stone, 4 Fairview st. . . . . Collector  
 Jas. Walters, 9 Baker st. . . . . Receiver  
 Jas. Walters, 9 Baker st. . . . . Magazine Agent

**72. WELCOME; Camden, N. J.**

Meets in B. of L. E. Hall, 2d and Taylor ave, 2d and 4th Sundays.  
 A. M. Willits, 112 So 4th st. . . . . Master  
 John Colton, 412 S. 6th st. . . . . Secretary  
 G. W. Tash, 529 So 8d st. . . . . Collector  
 John Colton, 412 S. 6th st. . . . . Receiver  
 G. W. Tash, 529 So 8d st. . . . . Magazine Agent

**73. BAY STATE; Worcester, Mass.**

Meets at Stationary Engineers' Hall, 302 Main st., 2d and 4th Sundays at 1 P. M.  
 F. W. Chase, 32 Hammond st. . . . . Master  
 Thos. Loynd, 8 Glenwood st. . . . . Secretary  
 J. H. Crawford, 20 Harrison st. . . . . Collector  
 Thos. Loynd, 8 Glenwood st. . . . . Receiver  
 W. N. Holland, 26 Fountain st. . . . . Magazine Agent

**74. KANSAS CITY; Argentine, Kan.**

Meets in A. O. U. W. Hall, cor. Silver ave. and 2d st., 2d and 4th Sundays at 2 P. M.  
 J. A. Uhde. . . . . Master  
 R. W. Bidwell. . . . . Secretary  
 Anton Vogel. . . . . Collector  
 H. A. Elliott. . . . . Receiver  
 Thos. Donohue, Box 421. . . . . Magazine Agent

**75. ENTERPRISE; Philadelphia, Pa.**

Meets in Rodders' Hall, 4113 Lancaster ave., alternate Sundays.  
 A. J. White, 3015 Powelton ave. . . . . Master  
 Henry Walton, 3839 Lancaster ave., West Philadelphia. . . . . Secretary  
 J. T. Findley, 3604 Fairmount ave. . . . . Collector  
 Henry Walton, 3839 Lancaster ave, West Philadelphia. . . . . Receiver  
 Jos. Hienerwald, 3714 Mellon st. . . . . Mag. Agent

**76. NEW ERA; Willmar, Minn.**

Meets in I. O. O. F. Hall 1st and 3d Sundays.  
 C. E. McLaughlin. . . . . Master  
 W. E. McLaughlin, Box 292. . . . . Secretary  
 Nels Larson. . . . . Collector  
 Chris. Rasmussen, Box 483. . . . . Receiver  
 Peter Dalen. . . . . Magazine Agent

**77. ROCKY MOUNTAIN; Denver, Colo.**

Meets at 3804 Market st., every Thursday at 7:30 P. M.  
 T. N. Worth, 3147 Williams st. . . . . Master  
 W. F. Brundage, 1216 Larimer st. . . . . Secretary  
 S. L. Kanaga, 3862 Market st. . . . . Collector  
 W. F. Brundage, 1216 Larimer st. . . . . Receiver  
 F. H. Lehman, 3981 Franklin st. . . . . Magazine Agent

**78. GOLDEN EAGLE; Sedalia, Mo.**

Meets in Hart's Hall, every Tuesday evening.  
 J. A. Leach, 923 E. Fourth st. . . . . Master  
 L. B. Alsbach, 1311 E. 4th st. . . . . Secretary  
 Saml Bowser, 1118 E. 5th st. . . . . Collector  
 W. O. Webster, 1206 E. Third st. . . . . Receiver  
 C. W. Parks, 1011 E. 4th st. . . . . Magazine Agent

**79. J. M. DODGE; Boodhouse, Ill.**

Meets in K. P. Hall, every Monday afternoon.  
 C. T. Wilkerson. . . . . Master  
 C. A. Hannaford, Box 347. . . . . Secretary  
 Albert Sanks. . . . . Collector  
 F. I. Carr, Box 505. . . . . Receiver  
 Alonzo Griffin, Box 366. . . . . Magazine Agent

**80. SELF HELP; Aurora, Ill.**

Meets in B. of L. E. Hall, 19 Broadway, alternate Sundays.  
 C. H. Kelley, 441 2d ave. . . . . Master  
 G. J. Waters, 283 Fifth st. . . . . Secretary  
 C. H. Kelley, 441 2d ave. . . . . Collector  
 C. O. Spencer, West Lake st. . . . . Receiver  
 J. S. Silck, 462 Sexton st. . . . . Magazine Agent

**81. PINE CITY; Staples, Minn.**

Meets in Miller's Hall, 2d and 4th Sundays.  
 W. E. Scott. . . . . Master  
 P. F. McDonnell, Box 47. . . . . Secretary  
 D. C. Warner, Box 118. . . . . Collector  
 J. F. McGinnis, Box 1871, Brainerd. . . . . Receiver  
 Jas. Mackey, Box 228. . . . . Magazine Agent

**82. NORTHWESTERN; Minneapolis, Minn.**

Meets in Lodge Parlors 1st and 3d Sunday afternoons.

E. B. Mayo, 905 Fremont ave. N. . . . . Master  
W. E. Richmond, 820 N. Girard ave. . . . . Secretary  
E. B. Mayo, 905 Fremont ave N. . . . . Collector  
W. E. Richmond, 820 N. Girard ave. . . . . Receiver  
Thos. Scanlon, 1015 Third St N. Magazine Agent

**83. TRINITY; Fort Worth, Texas.**

Meets in B. of L. F. Hall every Wednesday at 8 P. M.

G. K. Jackson, 900 Morgan st. . . . . Master  
Jacob Weeman, cor. Calhoun and Elizabeth sts. . . . . Secretary  
Finus La Rue, 821½ E. 14th st. . . . . Collector  
I. M. Dean, 801 Crawford st. . . . . Receiver  
Burk Michael, 201 Louisiana ave. . . . . Mag. Agent

**84. CALHOUN; Battle Creek, Mich.**

Meets in Skinner's Hall, 1st Monday and 2d and 4th Sundays.

J. C. Bodewig, 14 Irving st. . . . . Master  
E. A. Ratcliff, 88 Taylor st. . . . . Secretary  
Wm. Spillane, Beach st. . . . . Collector  
John Tighe, 79 Hart st. . . . . Receiver  
E. J. Roach, 36 Lansing ave. . . . . Magazine Agent

**85. FARGO; Fargo, N. Dakota.**

Meets in I. O. O. F. Hall 2d and 4th Mondays at 8:30 P. M.

P. T. Boleyn, 15 9th st So. . . . . Master  
P. R. Jones, 1839 1st ave So. . . . . Secretary  
Silas Zwright . . . . . Collector  
G. K. Snyder, 35 16th st So. . . . . Receiver  
M. A. Malone, National Hotel. Magazine Agent

**86. BLACK HILLS; Laramie, Wyoming.**

Meets in G. A. R. Hall, cor. 2d st and Grand ave, every Friday evening.

Thos. Lynott . . . . . Master  
W. N. Roth, Box 458 . . . . . Secretary  
W. D. Hardman . . . . . Collector  
W. N. Roth, Box 458 . . . . . Receiver  
C. A. Anderson, Box 54 . . . . . Magazine Agent

**87. SUMMIT; Rawlins, Wyoming.**

Meets in I.O.O.F. Hall 1st and 3d Thursdays.

G. L. Clansing . . . . . Master  
Geo. Parkins . . . . . Secretary  
Louis Larson . . . . . Collector  
J. M. Gillespie . . . . . Receiver  
Arthur Levesque, L Box 183 . . . . . Magazine Agent

**88. MORNING STAR; Evanston, Wyoming.**

Meets in K. P. Hall every Sunday afternoon.

R. J. Clark, Box 157 . . . . . Master  
T. H. Hollingsworth, L Box 212 . . . . . Secretary  
Amazo Graves . . . . . Collector  
J. J. Harrop . . . . . Receiver  
Wm. Hopkins . . . . . Magazine Agent

**89. CHEHAU; Selma, Ala.**

Meets in I. A. of M. Hall Thursday evenings.

E. L. Cranford, cor. Maxey and Selma sts. . . . . Master  
P. C. Tynan, 129 Water st. . . . . Secretary  
R. O. Harris, 310 Alabamast. . . . . Collector  
E. L. Cranford, cor. Maxey & Selma sts. Receiver  
P. C. Tynan, 129 Water st. . . . . Magazine Agent

**90. SAN DIEGO; San Bernardino, Cal.**

Meets in A. O. U. W. Hall, 3d st, alternate Sundays at 1:30 P. M.

R. S. Compton, 1820 Michigan ave. . . . . Master  
J. M. Baker, 1975 E 2d st, Los Angeles. Secretary  
J. W. Anderson, Box 645 . . . . . Collector  
J. P. Bennett, Box 707 . . . . . Receiver  
E. B. Sharp, Box 645 . . . . . Magazine Agent

**91. GOLDEN GATE; San Francisco, Cal.**

Meets in Champion Hall, corner Valencia and 16th sts every Monday at 8 P. M.

Jno. Hewitt, 1511 Howard st. . . . . Master  
J. R. Cassidy, 2312 Bryant ave. . . . . Secretary  
W. S. Johnson, 22 Shotwell st. . . . . Collector  
J. L. Mayne, 127 16th st. . . . . Receiver  
C. E. Bradley, 249 Washington st, San Jose. Magazine Agent

**92. FRONTIER CITY; Oswego, N. Y.**

Meets in Frontier City Hall, Jefferson Block, West 1st st, 2d and 4th Sundays.

Thomas Bradley, 128 W Cayuga st. . . . . Master  
J. E. Dowd, 59 W. 9th and Utica sts. . . . . Secretary  
Jas. Whalen, 290 W. 7th st. . . . . Collector  
Jas. Whalen, 290 W. 7th st. . . . . Receiver  
Jno. Cole, 111 W. Liberty st. . . . . Magazine Agent

**93. GATE CITY; Keokuk, Iowa.**

Meets in Engineer's Hall, 22 So. Third st. 2d and 4th Sundays.

Jno. Crimmins, 1128 Bluff st. . . . . Master  
J. M. Watson, 22 S. 12th st. . . . . Secretary  
Laurence Walsh . . . . . Collector  
E. J. Kelly, 519 Ridge st. . . . . Receiver  
J. M. Watson, 1308 Carroll st. . . . . Magazine Agent

**94. CACTUS; Tucson, Arizona.**

Meets in Masonic Hall every Tuesday at 7:30 P. M.

W. D. Anderson, Box 508 . . . . . Master  
F. J. North, Box 504 . . . . . Secretary  
Jacob Hettrick, Box 508 . . . . . Collector  
F. G. Church, Box 508 . . . . . Receiver  
F. W. Barnett, Box 504 . . . . . Magazine Agent

**95. CHICAGO; Chicago, Ill.**

Meets at 237 Milwaukee ave., 2d Tuesday and last Sunday.

J. J. Keveny, 174 N Halstead st. . . . . Master  
L. H. Evans, 456 West Adams st. . . . . Secretary  
Michael Flaherty, C. & N. W. rnd house, Chicago ave and Halstead st. . . . . Collector  
D. M. Leavitt, 689 Shober st. . . . . Receiver  
J. J. Keveny, 174 N. Halstead st. Magazine Agent

**96. ALEXIA; Wellsville, Ohio.**

Meets in Engineers' Hall, Main st, 1st and 3d Sundays.

A. S. Askew, Box 695 . . . . . Master  
E. J. Ashby, Box 695 . . . . . Secretary  
Chas. Maloy . . . . . Collector  
C. H. Kelly . . . . . Receiver  
A. S. Askew, Box 695 . . . . . Magazine Agent

**97. ORANGE GROVE; Los Angeles, Cal.**

Meets in Firemen's Hall every Friday at 8 P. M.

J. O. Dart, 1454 San Fernando st. . . . . Master  
H. C. Forsyth, 122 R. B. st. . . . . Secretary  
W. S. Nay, 139 Downey ave. . . . . Collector  
H. G. Randall, 1560 San Fernando st. Receiver  
F. E. Stullwagon, Indio . . . . . Magazine Agent

**98. PERSEVERANCE; Terrace, Utah.**

Meets in Engineers' Hall, Wednesdays

A. H. Biddle, Promontory . . . . . Master  
E. H. Moffett . . . . . Secretary  
A. H. Biddle . . . . . Collector  
L. F. Zimmerman . . . . . Receiver  
T. J. Meagher . . . . . Magazine Agent

**99. ROCHESTER; Rochester, N. Y.**

Meets in B. of L. E. Hall, over 88 State st, every Tuesday evening.

E. E. Pruyn, 41 First ave. . . . . Master  
W. P. Couch, 24 Thompson ave. . . . . Secretary  
G. N. Kingsley, 71 Hayward ave. . . . . Collector  
G. N. Kingsley, 71 Hayward ave. . . . . Receiver  
Wm. Sweeney, 361 Exchange st, Magazine Agent

**100. ADAIR; Bowling Green, KY.**

Meets in Wright's Hall every Monday at 2 P. M.

J. W. Neel, 733 State st. . . . . Master  
T. H. Glenn, 220 11th st. . . . . Secretary  
W. D. Perry, 232 6th st. . . . . Collector  
Harold Porter, 1168 Adams st. . . . . Receiver  
J. D. Jesse, 122 Woodford st. Magazine Agent

**101. ADMIRALTY; Buffalo, N. Y.**

Meets in Schaller's Hall, every Wednesday evening.

W. C. Richey, 98 St. Joseph ave., East Buffalo. . . . . Master  
Robt. Fowler, 19 Rapin ave, E. Buffalo, Secretary  
Frank McKnight, 94 Doll ave., E. Buffalo . . . . . Collector  
J. G. Smith, 69½ St. Joseph ave, E. Buffalo, . . . . . Receiver  
G. A. Smith, 652 Walden ave., East Buffalo . . . . . Magazine Agent

**102. CONFIDENCE; West Des Moines, Iowa.**

Meets in Good Templars' Hall, cor. 7th and Grand ave, alternate Sundays.

W. L. Caras, 849 W 13th st. . . . . Master  
D. L. Angle, 204 11th st., Des Moines. Secretary  
Albert Brown, 802 E. Elm st, East Des Moines . . . . . Collector  
A. W. Conner, 608 W 8th st. . . . . Receiver  
Wm. Beese, 1457 E. Court ave., . . . . . Magazine Agent

**103. FALLS CITY; Louisville, Ky.**

Meets in Colgan's Hall, cor. 10th and Walnut sts., every Thursday.

Patrick Filben, 1415 W. Broadway . . . . . Master  
Oscar Carl, 1025 8th st. . . . . Secretary  
Patrick Filben, 1415 W. Broadway . . . . . Collector  
Oscar Carl, 1025 8th st. . . . . Receiver  
F. T. McCormack, 1220 12th st. Magazine Agent

- 104. "OLD KENTUCKY," Ladlow, Ky.**  
Meets in I. O. O. F. Hall, cor. Elm and Butler sts.,  
1st and 3d Fridays at 7:30 P. M.  
H. G. Christinger, Box 66 . . . . . Master  
L. A. Poliquin, Jr., Box 197 . . . . . Secretary  
Chas. Heimburger, Box 151 . . . . . Collector  
E. A. Fleming, Box 82 . . . . . Receiver  
M. J. McCarty, Box 55 . . . . . Magazine Agent
- 105. PROGRESS; Chillicothe, Ill.**  
Meets in Dougherty's Hall, 1st and 3d Mondays  
and 2d and 4th Tuesdays at 8 P. M.  
S. P. Bourne, N. Chillicothe . . . . . Master  
A. G. Gillen, N. Chillicothe . . . . . Secretary  
A. G. Gillen, N. Chillicothe . . . . . Collector  
G. E. Hickman, Box 236, Chillicothe . . . . . Receiver  
R. E. Lawrence . . . . . Magazine Agent
- 106. KEY CITY; Dubuque, Iowa.**  
Meets in Dofst's Hall 2d and 4th Sundays.  
C. K. Redmond, 1535 Washington st. . . . . Master  
Martin Boleyn, C. M. & St. P. shops . . . . . Secretary  
Sam. Schaner, C. M. & St. P. shops . . . . . Collector  
O. B. Ridgeway, cor. 16th and Elm sts. . . . . Receiver  
A. S. Graham, 446 Rhomburg ave, Magazine Agent
- 107. ECLIPSE; Gallon, Ohio.**  
Meets in Zimmerman's Hall, West Main st, every  
Wednesday evening.  
J. B. Sweeney . . . . . Master  
C. E. Dyer, Box 474 . . . . . Secretary  
P. D. Gregg, Box 677 . . . . . Collector  
Thos. Wilson, Box 925 . . . . . Receiver  
H. C. Grenolds, Box 55 . . . . . Magazine Agent
- 108. PIONEER; Chama, New Mexico.**  
Meets in Pioneer Hall, 1st and 3d Thursdays.  
J. C. Bashier . . . . . Master  
J. W. Hopper, L. Box 7 . . . . . Secretary  
Jno. Reddington . . . . . Collector  
D. M. Wright . . . . . Receiver  
Oscar Duxstad . . . . . Magazine Agent
- 109. PEACE; St. Louis, Mo.**  
Meets in Summit Hall, Ewing ave and Market  
st., 2d and 4th Mondays at 7:30 P. M.  
John Woods, 7516 O'Reilly ave, So. St.  
Louis . . . . . Master  
Louis Fisher, 3021 Caroline st. . . . . Secretary  
Louis Fisher, 3021 Caroline st. . . . . Collector  
G. A. La Bee, 2921 Caroline st. . . . . Receiver  
G. H. Baird, 3009 Rutger st. . . . . Magazine Agent
- 110. OLD GUARD; Bucyrus, Ohio.**  
Meets in Engineers' Hall 2d and 4th Sundays.  
J. H. Baner . . . . . Master  
G. E. Bridges . . . . . Secretary  
G. L. Hutchison . . . . . Collector  
T. E. Lowry . . . . . Receiver  
G. E. Bridges . . . . . Magazine Agent
- 111. BEACON; Mattoon, Ill.**  
Meets in K. of L. Hall, Sundays at 1:30 P. M.  
W. H. Morris, 136 Prairie ave . . . . . Master  
Lee Wets, 136 Prairie ave . . . . . Secretary  
G. S. Henderson, 42 N. 1st st. . . . . Collector  
A. E. Marshall, 46 Shelby st. . . . . Receiver  
J. W. Chew, 104 E. Broadway . . . . . Magazine Agent
- 112. EVENING STAR; Howell Sta., Evansville, Ind.**  
Meets in Engineers' Hall 2d and 4th Sundays.  
Chas. Moore, 109 Clark st, Evansville . . . . . Master  
J. H. Hollencamp . . . . . Secretary  
Joe. Sholey . . . . . Collector  
T. P. Stephenson . . . . . Receiver  
C. W. Brown . . . . . Magazine Agent
- 113. CLARK-KIMBALL; Pocatello, Idaho.**  
Meets in Masonic Hall every Monday at 7:30 P. M.  
Clair Wakefield . . . . . Master  
P. P. Jones, Box 184 . . . . . Secretary  
Samuel Cox . . . . . Collector  
Frank Walton . . . . . Receiver  
W. H. Zeiter, Box 162 . . . . . Magazine Agent
- 114. BLACK HAWK; Keithsburg, Ill.**  
Meets in I. O. O. F. Hall, cor. 4th and Main sts,  
1st and 3d Sundays.  
H. P. Mitchell . . . . . Master  
Ellsworth Newell, L. Box 39 . . . . . Secretary  
J. H. Blackwell . . . . . Collector  
W. E. Burch . . . . . Receiver  
Ellsworth Newell, L. Box 39 . . . . . Magazine Agent
- 115. GULF CITY; Galveston, Texas.**  
Meets in Temple of Honor Hall, 1st and 3d Wed-  
nesdays.  
H. L. Briggs, 317 Eighth st., bet. C. and D. Master  
Jas. Finnigan, 31st and M $\frac{1}{2}$  sts . . . . . Secretary  
C. B. Hawkins, 37th and H. sts. . . . . Collector  
F. Oehiert, ave. N, bet. 31st and 32d sts. Receiver  
C. H. Hawkins, 37th at Ave H . . . . . Magazine Agent
- 116. ST. CLAIR; Fort Gratiot, Mich.**  
Meets in Engineers' Hall 1st and 3d Sundays at  
1:30 P. M.  
J. W. Chowen, Box 291 . . . . . Master  
C. G. Miller, Box 291 . . . . . Secretary  
R. S. Wilson . . . . . Collector  
E. G. Hubbard, Box 127 . . . . . Receiver  
J. E. McDonald, 2124 Willow st., Magazine Agent
- 117. BEAVER; London, Ontario.**  
Meets in K. P. Hall, cor. Dundas and Clarence  
sts, 2d and 4th Sundays.  
Jno. Dickson, 367 Simcoe st . . . . . Master  
W. C. Brown, 516 King st . . . . . Secretary  
H. G. McHarg, 579 Horton st . . . . . Collector  
Wm. Kermath, 402 South st . . . . . Receiver  
Wm. Kermath, 402 South st. . . . . Magazine Agent
- 118. STAR OF THE EAST; Richmond, Quebec.**  
Meets in Pearson's Hall 1st and 3d Sundays.  
G. A. Pye, Melbourne . . . . . Master  
G. A. Pearson . . . . . Secretary  
G. A. Pearson . . . . . Collector  
Jno. Kelley . . . . . Receiver  
Wm. Fletcher, Box 113, Richmond Station  
. . . . . Magazine Agent
- 119. COLONIAL; River du Loup, Quebec.**  
Meets in English School alternate Wednesdays  
and Thursdays.  
Geo. Findlay, River du Loup Station . . . . . Master  
L. D. Poulin, River du Loup Station . . . . . Secretary  
L. D. Poulin, River du Loup Station . . . . . Collector  
Wm. LeBrock, River du Loup Station . . . . . Receiver  
S. G. Ferguson, River du Loup Station . . . . . Mag. Agent
- 120. FORTUNE; Syracuse, N. Y.**  
Meets in C. M. B. A. Hall, cor. W. Fayette and Sa-  
lina sts., 1st and 3d Sundays, and 2d and 4th  
Tuesdays.  
Wm. Houston, 107 Oswego st. . . . . Master  
Isaac Gilbo, 903 W. Fayette st. . . . . Secretary  
L. G. Rousson, 101 Bertha Place . . . . . Collector  
Isaac Gilbo, 903 W. Fayette st. . . . . Receiver  
Jno. Martin, 466 Shonnard st. . . . . Magazine Agent
- 121. FELLOWSHIP; Corning, N. Y.**  
Meets in Engineers' Hall, Grapin Block, 1st and  
3d Sundays at 3 P. M.  
C. S. Wilson, Wall st. . . . . Master  
J. L. Krebs, 22 W. Fourth st. . . . . Secretary  
J. L. Krebs, 22 W. Fourth st. . . . . Collector  
E. E. Everts, 87 Mill st. . . . . Receiver  
J. E. Walsh, 8 Magee Row . . . . . Magazine Agent
- 122. FEDERATION; Pana, Ill.**  
Meets in I. O. O. F. Hall 1st and 3d Sundays.  
Chas. Roley . . . . . Master  
W. E. Gray, L. Box 305 . . . . . Secretary  
W. J. Miller . . . . . Collector  
W. E. Gray, L. Box 305 . . . . . Receiver  
A. C. Reif . . . . . Magazine Agent
- 123. OVERLAND; Omaha, Neb.**  
Meets in Firemen's Hall, 1216 Farnham st, 1st  
and 3d Wednesdays at 2 P. M., and 2d and 4th  
Wednesdays at 7:30 P. M.  
G. W. Carr, 1110 S. 11th st. . . . . Master  
John Glynn, 1408 S. 16th st. . . . . Secretary  
David Kelly, 722 Pierce st. . . . . Collector  
C. H. Forster, 1540 So 17th st. . . . . Receiver  
H. Blackmore, 704 N. 23d st. . . . . Magazine Agent
- 124. PILOT; Perry, Iowa.**  
Meets in Red Men's Hall, 2d and 4th Monday  
evenings.  
W. F. Bower . . . . . Master  
Wm. Mackay . . . . . Secretary  
Ernest Banyard, Box 267 . . . . . Collector  
Oscar Woods . . . . . Receiver  
J. H. Gilligan, Van Horne . . . . . Magazine Agent
- 125. GUIDE; Marshalltown, Iowa.**  
Meets in I. O. O. F. Hall, 126 E Main st, 2d and  
4th Sundays.  
F. R. Davis, 204 So 2d ave . . . . . Master  
C. A. Dopp, 107 $\frac{1}{2}$  So. 2d ave . . . . . Secretary  
J. J. Collins, 511 So 3d st. . . . . Collector  
S. S. Swanson, 111 So 3d ave . . . . . Receiver  
E. H. Miniter, 611 S. Third st. . . . . Magazine Agent
- 126. COMET; Austin, Minn.**  
Meets in B. of L. E. Hall, 1st and 3d Mondays and  
2d and 4th Sundays.  
Walter Ward . . . . . Master  
Wm. Ryan . . . . . Secretary  
J. C. Erickson . . . . . Collector  
W. A. Brossard . . . . . Receiver  
J. C. Erickson . . . . . Magazine Agent

**127. NORTHERN LIGHT; Winnipeg, Manitoba.**

Meets in K. P. Hall, 527 Main st, 1st Tuesdays and 3d Wednesdays.  
 J. G. Norquay, 73 Hallett st. . . . . Master  
 W. H. H. Goodwin, 448 Logan st. . . . . Secretary  
 E. M. Sawyer, 625 Seventh ave N. . . . . Collector  
 G. S. McKenzie, 266 Patrick st. . . . . Receiver  
 W. L. Harrison, Grand Union Hotel, . . . . . Magazine Agent

**128. LANDMARK; Glendive, Montana.**

Meets in Masonic Hall, every Tuesday evening.  
 B. F. Brown Box 6 . . . . . Master  
 W. E. Joslin, Box 98 . . . . . Secretary  
 W. B. Cavender . . . . . Collector  
 Jas. McKenzie, Forsyth . . . . . Receiver  
 B. P. Johnson . . . . . Magazine Agent

**129. MINERAL KING; Escanaba, Mich.**

Meets in I. O. O. F. Hall, 2d and 4th Sundays.  
 F. E. Wilder . . . . . Master  
 F. B. LeValley, 423 Campbell st. . . . . Secretary  
 M. A. Berrigan, Box 507 . . . . . Collector  
 H. C. Gibbs, Box 150 . . . . . Receiver  
 J. T. Burns, Box 316 . . . . . Magazine Agent

**130. GUIDING STAR; Milwaukee, Wis.**

Meets in Firemen's Hall, Lake and Reed sts. 2d and 4th Sundays.  
 C. S. McAuliffe, 3116 Mt. Vernon st. . . . . Master  
 F. J. Kline, 225 Greenbush st. . . . . Secretary  
 Thos. Dwyer, 335 Jackson st. . . . . Collector  
 Thos. Dwyer, 335 Jackson st. . . . . Receiver  
 A. J. Hall, 774 Racine st. . . . . Magazine Agent

**131. GOLDEN RULE; Stevens Point, Wis.**

Meets in Adams' Hall, 2d and 4th Sundays at 2 P. M.  
 Jas. La Fleur . . . . . Master  
 Chas. Simpson, 346 Patch st. . . . . Secretary  
 E. J. O'Brien . . . . . Collector  
 Chas. Simpson, 346 Patch st. . . . . Receiver  
 B. W. Willett . . . . . Magazine Agent

**132. MARVIN HUGHITT; Eagle Grove, Iowa.**

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2:30 P. M.  
 B. C. Folsom . . . . . Master  
 C. H. Packard . . . . . Secretary  
 Nelson Marshall . . . . . Collector  
 J. H. Howell, Clarion . . . . . Receiver  
 W. J. Robinson . . . . . Magazine Agent

**133. SPRAGUE; Sprague, Wash.**

Meets in B. of L. F. Hall every Saturday at 7:30 P. M.  
 J. S. Burns . . . . . Master  
 C. A. Philhour, L Box 227 . . . . . Secretary  
 C. H. Burg . . . . . Collector  
 J. S. Burns . . . . . Receiver  
 Saml. Shepherd, Box 70 . . . . . Magazine Agent

**134. EASTMAN; Farnham, Quebec.**

Meets in I. O. O. F. Hall every Sunday at 8 P. M.  
 W. E. Stebbins . . . . . Master  
 H. E. Cowan . . . . . Secretary  
 W. L. Stevens . . . . . Collector  
 E. W. Gibson . . . . . Receiver  
 M. E. Welsh, Box 108 . . . . . Magazine Agent

**135. NEW YEAR; El Paso, Texas.**

Meets in Opera Hall every Tuesday at 7:30 P. M.  
 J. C. Simino, Box 266 . . . . . Master  
 O. W. Bernard, Box 108 . . . . . Secretary  
 J. T. McManus, Box 108 . . . . . Collector  
 G. P. Walker, Box 108 . . . . . Receiver  
 J. E. Handlbo . . . . . Magazine Agent

**136. J. SCOTT; Lindsay, Ontario.**

Meets in S. O. E. Hall alternate Sundays at 2:30 P. M.  
 Wm. Dolby, Box 516 . . . . . Master  
 J. A. Watson, Box 516 . . . . . Secretary  
 W. H. Drummond, Box 516 . . . . . Collector  
 J. A. Watson, Box 516 . . . . . Receiver  
 Sam'l. Harris . . . . . Magazine Agent

**137. PROTECTION; Eldon, Iowa.**

Meets in K. of P. Hall 2d Sunday and 4th Monday at 2:30 P. M.  
 H. E. Fehr, Box 225 . . . . . Master  
 E. H. Finney . . . . . Secretary  
 J. L. Chinn . . . . . Collector  
 A. Shunterman, Box 423 . . . . . Receiver  
 W. W. Friend . . . . . Magazine Agent

**138. UNION; Freeport, Ill.**

Meets in A. O. U. W. Hall, 2d and 4th Sundays.  
 Thos. Cummisford, Jr. . . . . Master  
 Saml. Shannessy, 16 Crocker st. . . . . Secretary  
 F. C. Stevenson . . . . . Collector  
 Saml. Shannessy, 16 Crocker st. . . . . Receiver  
 C. E. Forbush, 715 Chestnut st., Rockford, . . . . . Magazine Agent

**139. MT. WHITNEY; Sumner, Cal.**

Meets in Druids' Hall every Saturday at 2 P. M.  
 C. A. Devins . . . . . Master  
 W. H. Cleveland . . . . . Secretary  
 Milton Nicholson . . . . . Collector  
 Jno. Friant . . . . . Receiver  
 Parker Barrett . . . . . Magazine Agent

**140. MOUNT OURAY; Salida, Colo.**

Meets in Ducey's Hall every Monday at 7:30 P. M.  
 G. E. Korn, Box 522 . . . . . Master  
 W. G. Stewart . . . . . Secretary  
 E. J. Templeton . . . . . Collector  
 M. M. Smith, Box 599 . . . . . Receiver  
 H. E. Lowry, Box 591 . . . . . Magazine Agent

**141. A. G. PORTER; Fort Wayne, Ind.**

Meets in B. of L. F. Hall, 79 and 81 Calhoun st., every Monday at 7:30 P. M.  
 C. C. Ward, 20 Leith st. . . . . Master  
 J. T. Frank, L Box 141 . . . . . Secretary  
 Wm. Dexter, 16 Brackinridge st. . . . . Collector  
 M. H. Durnell, 29 Duryea st. . . . . Receiver  
 J. M. Lynch, Box 438, Bellevue, O. . . . . Mag. Agent

**142. SAFETY; Toledo, Ohio.**

Meets in Emery Hall, Broadway, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.  
 C. E. Starkey, 343 So Railroad ave . . . . . Master  
 Geo. Bittman, 634 S. St. Clair st. . . . . Secretary  
 C. E. Starkey, 343 So Railroad ave . . . . . Collector  
 P. J. Miller, 426 Walbridge ave . . . . . Receiver  
 E. O. Brennan, 1246 60th st, So. Englewood, Ill . . . . . Magazine Agent

**143. E. C. FELLOWS; West Oakland, Cal.**

Meets in Bartlett Hall every Wednesday.  
 J. H. Folrath, 1361 E. 11th st, E Oakland . . . . . Master  
 F. E. Kimball, 957 Webster st. . . . . Secretary  
 C. W. Pangburn, 1718 7th st. . . . . Collector  
 F. E. Kimball, 957 Webster st. . . . . Receiver  
 P. S. Grant, 1863 William st. . . . . Magazine Agent

**144. DECORATION; Chicago, Ill.**

Meets in Society Hall, 741 Ogden ave, 1st Sunday afternoons and 2d and 4th Thursday evenings.  
 Martin Murphy, 1013 W 12th st. . . . . Master  
 F. E. Neely, 985 12th st. . . . . Secretary  
 Frank Lumppp, 334 Hastings st. . . . . Collector  
 F. E. Neely, 985 12th st. . . . . Receiver  
 H. C. Fromm, 521 W. 13th st. . . . . Magazine Agent

**145. DAVY CROCKETT; San Antonio, Texas.**

Meets in Jones' Hall every Tuesday at 7:30 P. M.  
 C. E. Thompson, 408 Austin st. . . . . Master  
 E. G. Lowe, 409 Sherman st. . . . . Secretary  
 F. C. Bixby, 715 Chestnut st. . . . . Collector  
 W. W. Forrester, 917 Mesquite st. . . . . Receiver  
 E. B. Henny, 218 Brooks st. . . . . Magazine Agent

**146. BAYOU CITY; Houston, Texas.**

Meets in Bell's Hall, Liberty ave, Fifth Ward, every Monday at 2:30 P. M.  
 Walter Howard, 1503 Brooks st. . . . . Master  
 J. G. Mulvey, 1503 Brooks st. . . . . Secretary  
 Edmond Wheeler, 1504 Hardy st. . . . . Collector  
 D. M. Moody, 1512 Hardy st. . . . . Receiver  
 J. H. Nie, 1508 Brooks st. . . . . Magazine Agent

**147. MIDLAND; Temple, Texas.**

Meets in Engineers' Hall every Monday at 8 P. M.  
 Arthur Haines, L Box 105 . . . . . Master  
 L. B. Rogers, L Box 105 . . . . . Secretary  
 W. T. McGinnis, L Box 306 . . . . . Collector  
 L. B. Rogers, L Box 105 . . . . . Receiver  
 S. M. Meeks, Call Box 305 . . . . . Magazine Agent

**148. SUNNY SOUTH; Tyler, Texas.**

Meets in Engineers' Hall, South Side of Square, every Friday at 1:30 P. M.  
 Jos. Conerton . . . . . Master  
 W. H. McCorkle, 1001 North and B sts. . . . . Secretary  
 Wm. Gooden . . . . . Collector  
 Daniel Fogarty, 524 Valentine st. . . . . Receiver  
 J. L. Dalton, 202 Valentine and Spring sts. . . . . Magazine Agent

- 149. JUST IN TIME; New York, N. Y.**  
Meets in Horton Hall, 110 E. 125th st., 2d and 4th Saturdays.  
A. H. Hawley, 311 W. 117th st. . . . . Master  
E. T. Quade, 140 Alexander ave. . . . . Secretary  
W. E. Williamson, 1916 3d ave. . . . . Collector  
J. F. Hough, 1418 Avenue A. . . . . Receiver  
A. H. Hawley, 311 W. 117th st. . . . . Magazine Agent
- 150. S. M. STEVENS; Marquette, Mich.**  
Meets in L. Huillier's Hall, 1st and 3d Sundays.  
J. W. Watt, 347 Fisher st. . . . . Master  
Jno. Healy, 307 Fisher st. . . . . Secretary  
Thos. Brown, 310 Jackson st. . . . . Collector  
G. M. Gibson, 212 Division st. . . . . Receiver  
J. B. Crowley, 127 Fisher st. . . . . Magazine Agent
- 151. MAPLE LEAF; Hamilton, Ontario.**  
Meets in Maccabees Hall, Hughson st, 1st and 3d Sundays.  
J. D. Mills, 32 Inchbury st. . . . . Master  
J. E. Morris, 196 Macauley st. . . . . Secretary  
Chas. Evans, 432 Locke st N. . . . . Collector  
J. D. Mills, 32 Inchbury st. . . . . Receiver  
Wm. Perkins, 304 Catherine st N. . . . . Mag. Agent
- 152. NORTH POLE; West Bay City, Mich.**  
Meets in Royal Arcanum Hall, 1st and 3d Sundays.  
J. A. Deen, 109 Hart st. . . . . Master  
R. A. McPeak, 512 State st. . . . . Secretary  
J. O. Goodwin, Box 251. . . . . Collector  
R. A. McPeak, 512 State st. . . . . Receiver  
Thos. Doyle. . . . . Magazine Agent
- 153. H. C. LORD; Fort Scott, Kansas.**  
Meets in K. of P. Hall, Main and 2d sts., 1st and 3d Mondays at 2 P. M.  
J. P. O'Brien, 124 So. Margrave st. . . . . Master  
W. W. Campbell, 118 N. Broadway. . . . . Secretary  
C. E. Wilson, 124 So. Margrave st. . . . . Collector  
C. H. Finley, 132 N. Little st. . . . . Receiver  
W. W. Campbell, 118 N. Broadway. . . . . Mag. Agent
- 154. McKEEN; Chanute, Kansas.**  
Meets in Masonic Hall, every Thursday at 7:30 P. M.  
J. A. Jones. . . . . Master  
E. K. Brehl, Box 585. . . . . Secretary  
J. M. Jones. . . . . Collector  
T. H. Jackson, Box 628. . . . . Receiver  
F. J. Juleson, L. Box 698. . . . . Magazine Agent
- 155. J. F. BINGHAM; New York, N. Y.**  
Meets in Central Hall, 147 W. 32d st, 1st and 3d Saturdays at 8 P. M.  
C. C. McGrane, 314 W. 184th st. . . . . Master  
Howard Fountaine, 67 Hancock st, Brooklyn, L. I. . . . . Secretary  
Theo. Fry, 953 Columbus ave. . . . . Collector  
Theo. Fry, 953 Columbus ave. . . . . Receiver  
. . . . . Magazine Agent
- 156. NECHES; Palestine, Texas.**  
Meets in Engineers' Hall every Monday at 7:30 P. M.  
Jos. Terre, Box 92. . . . . Master  
F. C. Imrie, Box 232. . . . . Secretary  
M. A. Richardson, Box 232. . . . . Collector  
J. C. Potter, Box 232. . . . . Receiver  
Milton Meridith. . . . . Magazine Agent
- 157. ECHO; Peru, Ind.**  
Meets in Echo Hall 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 7:30 P. M.  
M. E. Whetsel, L. Box 111. . . . . Master  
J. F. Demuth. . . . . Secretary  
Chas. Kinney. . . . . Collector  
T. P. Doud. . . . . Receiver  
G. M. Jackson. . . . . Magazine Agent
- 158. STANDARD; Detroit, Mich.**  
Meets in B. of R. T. Hall, 82 and 84 Gratiot ave., 1st and 3d Sundays at 2 P. M.  
D. M. Bowle, 463 Dagoon ave. . . . . Master  
J. J. Roach, 186 Welch ave. . . . . Secretary  
Alex. Mortimer, 763 Calvary ave. . . . . Collector  
J. B. McElroy, 406 Baker st. . . . . Receiver  
J. A. Siebert, 378 Welch ave, Detroit, . . . . . Magazine Agent
- 159. W. H. THOMAS; Nashville, Tenn.**  
Meets in I. O. O. F. Hall every Monday at 9:30 A. M.  
C. J. Weidenbocker, 811 Belmont ave. . . . . Master  
J. H. Porter, 1902 State st. . . . . Secretary  
J. H. Porter, 1902 State st. . . . . Collector  
W. C. McCombs, 321 Knowles st. . . . . Receiver  
C. J. Harrison, 1061 So. Market st. . . . . Mag. Agent
- 160. C. J. HEPBURN; Evansville, Ind.**  
Meets at cor. Main and Fifth sts, 2d and 4th Sundays at 2 P. M.  
W. H. Boleman, 114 William st. . . . . Master  
E. T. Skinner, 619 William st. . . . . Secretary  
H. P. McLeish, 1010 Chestnut st. . . . . Collector  
M. A. Hoffman, 305 Olive st. . . . . Receiver  
W. H. Boleman, 114 William st. . . . . Magazine Agent
- 161. HERALD; Burlington, Iowa.**  
Meets in K. P. Hall, 1st and 3d Sundays.  
J. A. Richards, 1709 Orchard st. . . . . Master  
Lewis Benthel, 818 N. 10th st. . . . . Secretary  
J. A. Richards, 1709 Orchard st. . . . . Collector  
J. D. Hawksworth, 2003 So. Madison st. . . . . Receiver  
H. C. Lieben, 820 N. Oak st. . . . . Magazine Agent
- 162. PROSPECT; Elkhart, Ind.**  
Meets in Blackburn Hall every Wednesday and 1st Sunday.  
Wallace Marker. . . . . Master  
J. C. Doty, 510 Harrison st. . . . . Secretary  
J. C. Doty, 510 Harrison st. . . . . Collector  
Stephen Dusseau, 323 Jefferson st. . . . . Receiver  
I. J. Miller, Box 1146. . . . . Magazine Agent
- 163. ETNA; Pine Bluff, Ark.**  
Meets in Atkinson Hall, cor. Main and 2d ave, 1st and 3d Fridays at 2:30 P. M., and 2d and 4th Fridays at 7:30 P. M.  
Thaddeus Coshey, 1123 E. 2d ave. . . . . Master  
J. A. Frazier, 1123 E. 2d ave. . . . . Secretary  
J. R. Shultz, 1120 E. 2d ave. . . . . Collector  
W. H. Rice, 519 E. 8th ave. . . . . Receiver  
W. H. Graves, 1005 Alabama st. . . . . Mag. Agent
- 164. EEL RIVER; Butler, Ind.**  
Meets in K. P. Hall every Wednesday evening.  
W. H. Tucker. . . . . Master  
C. E. Blair. . . . . Secretary  
F. M. Kelley. . . . . Collector  
D. J. Plowe. . . . . Receiver  
F. M. Stafford, 648 LaFayette ave., Detroit, Mich. . . . . Magazine Agent
- 165. ROBERT ANDREWS; Andrews, Ind.**  
Meets in Firemen's Hall every Monday evening.  
W. J. Gleason. . . . . Master  
H. L. Davidson, Box 148. . . . . Secretary  
L. L. Wisner, Box 54. . . . . Collector  
G. W. Adams, Box 166. . . . . Receiver  
Jos. Corbett. . . . . Magazine Agent
- 166. WM. HUGO; Huntington, Ind.**  
Meets in Fireman's Hall every Wednesday at 7:30 P. M.  
C. M. Keller, 118 E. Washington st. . . . . Master  
W. H. Willets, 58 Webster st. . . . . Secretary  
G. H. Holland, 63 Henry st. . . . . Collector  
Alvin McEnderfer, 14 N. Jefferson st. . . . . Receiver  
C. F. Slusser, 59 Webster st. . . . . Magazine Agent
- 167. MOUNT HOOD; The Dalles, Oregon.**  
Meets in K. of P. Hall, 1st and 3d Wednesday afternoons and 2d and 4th Wednesday evenings.  
W. W. Young, Box 308. . . . . Master  
Daniel Marshall, Box 198. . . . . Secretary  
J. P. Kirby. . . . . Collector  
Mark Dashiell, Box 198. . . . . Receiver  
F. E. Adams. . . . . Magazine Agent
- 168. GUARD RAIL; North La Crosse, Wis.**  
Meets in K. of P. Hall, 715 Rose st., La Crosse, 1st and 3d Mondays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M.  
J. W. Garrett, 611 Wall st, La Crosse. . . . . Master  
J. E. Wells, Batavian Bank Building, Room 15, La Crosse. . . . . Secretary  
E. C. Schneider, Portage. . . . . Collector  
Thos. Cawley, 522 Mill st, La Crosse. . . . . Receiver  
D. D. Lewis, 1613 Prospect st. . . . . Magazine Agent
- 169. H. G. BROOKS; Hornellsville, N. Y.**  
Meets in B. of L. F. Hall every Monday at 7:30 P. M.  
F. A. Allen, 12 Hart st. . . . . Master  
C. M. Green, 30 Davenport st. . . . . Secretary  
A. H. Spencer, 18 Elm st. . . . . Collector  
A. H. Spencer, 18 Elm st. . . . . Receiver  
C. M. Green, 30 Davenport st. . . . . Magazine Agent
- 170. PRAIRIE; Huron, S. Dakota.**  
Meets in I. O. O. F. Hall, cor. 3d and Wisconsin sts, 2d and 4th Sundays at 10 A. M.  
G. E. Briggs, 454 Idaho st. . . . . Master  
T. R. Cooper, 355 Frank st. . . . . Secretary  
T. C. Lauters, 520 Utah st. . . . . Collector  
W. H. Bliss, 534 Utah st. . . . . Receiver  
F. M. Brown, 430 Utah st. . . . . Magazine Agent



**171. SUNBEAM; Truro, Nova Scotia.**

Meets in McKay's Hall 1st Saturday and 4th Wednesday.  
 Rupert Kennedy . . . . . Master  
 J. K. Fraser . . . . . Secretary  
 Wm. McLean . . . . . Collector  
 J. G. McDonald . . . . . Receiver  
 J. M. Kennedy . . . . . Magazine Agent

**172. F. G. LAWRENCE; Ottawa, Ontario.**

Meets in Manchester Hall, alternate Sundays.  
 H. A. H. McCauley, Hintonburg P. O. . . . . Master  
 W. H. Wood, 217 Bridge st. . . . . Secretary  
 Jno. Laidlaw, Spruce st. . . . . Collector  
 A. G. Young, 76 Elm st. . . . . Receiver  
 Hugh Handyside, Hintonburg P. O. . . . . Magazine Agent

**173. PACIFIC; Winslow, Arizona.**

Meets in B. of L. F. Hall every Sunday at 2 P. M.  
 A. J. Henderson, Albuquerque, N. M. . . . . Master  
 B. A. Workman . . . . . Secretary  
 M. W. Dadey . . . . . Collector  
 B. A. Workman . . . . . Receiver  
 A. W. Paxton, L. Box 10 . . . . . Magazine Agent

**174. HARRISBURG; Harrisburg, Pa.**

Meets in Sible's Hall, 8 E. cor. 3d and Cumberland sts, 2d Sunday at 1 P. M. and 4th Tuesday at 7:30 P. M.  
 J. H. Williamson, 1512 New 4th st. . . . . Master  
 H. O. Motter, 1945 Moltke ave. . . . . Secretary  
 R. J. Seitz, 613 Harris st. . . . . Collector  
 Wm. Blessing, 422 Riley st. . . . . Receiver  
 W. H. Morne, 1504 W. 6th st. . . . . Magazine Agent

**175. TAYLOR; Newark, O.**

Meets in O. R. C. Hall every Wednesday evening.  
 E. McClain, 134 So 2d st. . . . . Master  
 T. C. Huffman, 13 Webb st. . . . . Secretary  
 W. R. Stone, 76 Gay st. . . . . Collector  
 Brad Tobin, 228 Indiana st. . . . . Receiver  
 . . . . . Magazine Agent

**176. MAIN LINE; Clinton, Ill.**

Meets in Firemen's Hall every Monday evening.  
 J. W. Gallagher, Box 539 . . . . . Master  
 W. G. Harris, Box 539 . . . . . Secretary  
 H. L. Moffett . . . . . Collector  
 C. H. Porter, Box 41 . . . . . Receiver  
 . . . . . Magazine Agent

**177. SUNSET; Marshall, Texas.**

Meets in K. P. Hall every Thursday at 7:30 P. M.  
 C. W. Bedell . . . . . Master  
 M. H. Edwards, Box 184 . . . . . Secretary  
 C. E. Landes . . . . . Collector  
 H. H. Edwards, Box 184 . . . . . Receiver  
 J. C. Brown . . . . . Magazine Agent

**178. SALT LAKE; Salt Lake City, Utah.**

Meets in Temple of Honor Hall, Cor. Main and 1st South sts., every Tuesday at 8 P. M.  
 A. M. Davis, 262 So 4th West st. . . . . Master  
 F. W. Mitchell, 262 So 4th West st. . . . . Secretary  
 G. C. Woodruff, 472 N. Third West st. . . . . Collector  
 Jno. Mace, 634 So. 8th West st. . . . . Receiver  
 F. W. Mitchell, 262 So. 4th West st. . . . . Magazine Agent

**179. BEE HIVE; Lincoln, Neb.**

Meets in Kelley Hall 2d and 4th Sundays at 3 P. M.  
 J. K. Robinson, Box 931 . . . . . Master  
 . . . . . Secretary  
 J. K. Robinson, Box 931 . . . . . Collector  
 . . . . . Receiver  
 . . . . . Magazine Agent

**180. THREE STATES; Cairo, Ill.**

Meets in Casino Hall, cor. 12th st. and Washington ave., 1st and 3d Monday evenings.  
 Wm. O'Loughlin, 511 11th st. . . . . Master  
 Wm. O'Connell, 2017 Poplar st. . . . . Secretary  
 Wm. O'Loughlin, 511 Eleventh st. . . . . Collector  
 Frank Gilman, 218 20th st. . . . . Receiver  
 J. H. Pollock, 210 20th st. . . . . Magazine Agent

**181. WELLINGTON; Palmerston, Ontario.**

Meets in Odd Fellows Hall 1st and 3d Sundays.  
 Thos. Adams . . . . . Master  
 W. J. Nicoll, Box 85 . . . . . Secretary  
 A. Dunbar, Southampton . . . . . Collector  
 Jas. Nicholson, Box 21 . . . . . Receiver  
 Alex. Edmiston, Kincardine . . . . . Magazine Agent

**182. MAGIC CITY; Roanoke, Va.**

Meets in Odd Fellows' Hall, cor. Salem ave and Jefferson st, 2d and 4th Sundays at 9:30 A. M.  
 D. Ledgerwood, 717 4th ave. N. W. . . . . Master  
 L. C. Dickens, 113 12th st N. W. . . . . Secretary  
 E. S. Vaughn, 813 First ave. N. W. . . . . Collector  
 W. R. Kessler, West End round house . . . . . Receiver  
 A. K. Hughes, 213 12th st N. W. . . . . Magazine Agent

**183. LAKE SHORE; Collinwood, Ohio.**

Meets in I. O. O. F. Hall every Thursday evening.  
 H. T. Gage . . . . . Master  
 J. H. Sturges . . . . . Secretary  
 L. H. Pickard . . . . . Collector  
 H. I. Miller, Box 154 . . . . . Receiver  
 . . . . . Magazine Agent

**184. LIMA; Lima, Ohio.**

Meets in B. of L. F. Hall 1st and 3d Sundays and 2d and 4th Thursdays.  
 A. C. Burton, 701 W. Water st, Piqua . . . . . Master  
 W. H. Warner, 797 N. Main st. . . . . Secretary  
 Lawrence Giebel, 121 Circular st. . . . . Collector  
 Patrick Meehan, 636 N. West st. . . . . Receiver  
 L. P. Tolby, 455 N. West st. . . . . Magazine Agent

**185. FIDELITY; Dolphes, Ohio.**

Meets in Beyer's Hall 1st and 3d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.  
 A. A. Washburn, L. Box 78 . . . . . Master  
 C. L. Young, L. Box 341 . . . . . Secretary  
 P. H. Cowdin, L. Box 236 . . . . . Collector  
 A. A. Washburn, L. Box 78 . . . . . Receiver  
 L. E. Ackerly . . . . . Magazine Agent

**186. CHAMBERLIN; Chicago, Ill.**

Meets in Walther's Hall, 3934 State st., 1st and 3d Sundays.  
 J. M. Nolan, 3927 Dearborn st. . . . . Master  
 J. M. Manning, 408 Duncan Park . . . . . Secretary  
 W. H. E. Green, 3609 Portland st. . . . . Collector  
 Jno. Vass, 1087 E. North st, Decatur . . . . . Receiver  
 Jno. Kiler, S. W. cor. Root and School sts. . . . . Magazine Agent

**187. LITTLE GIANT; Charleston, Ill.**

Meets in Federation Hall 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 2 P. M.  
 W. B. Brown . . . . . Master  
 W. F. Freeman, Box 156 . . . . . Secretary  
 LeRoy Anderson, Box 249 . . . . . Collector  
 W. F. Freeman, Box 156 . . . . . Receiver  
 J. F. Nehrlich, Box 116 . . . . . Magazine Agent

**188. S. S. MERRILL; Chicago, Ill.**

Meets in Miehle Hall, 876 W. Indiana st., 1st and 3d Sundays at 2 P. M.  
 E. R. Roderick, 874 Indiana st. . . . . Master  
 Fred Myers, 170 N. Western ave. . . . . Secretary  
 T. Wells, 1120 W. Superior st. . . . . Collector  
 L. L. Gay, 32 California ave. . . . . Receiver  
 E. R. Roderick, 874 Indiana st. . . . . Magazine Agent

**189. BALDWIN; Ft. Howard, Wis.**

Meets in Chapman Block, Green Bay, 2d and 4th Sundays at 2 P. M.  
 Martin Sheehy . . . . . Master  
 D. E. Hogan, L. Box 306 . . . . . Secretary  
 H. L. Nichols . . . . . Collector  
 Martin Sheehy . . . . . Receiver  
 H. G. Kull . . . . . Magazine Agent

**190. FERGUSON; Sanborn, Iowa.**

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 7 P. M.  
 Emmet Wentworth, Box 102 . . . . . Master  
 F. L. Powell . . . . . Secretary  
 C. J. Walston . . . . . Collector  
 C. J. Walston . . . . . Receiver  
 Thos. Helman . . . . . Magazine Agent

**191. CUSTER; Livingston, Montana.**

Meets in Miles' Hall every Wednesday at 7:30 P. M.  
 Henry McCue, L. Box 310 . . . . . Master  
 J. M. Lannon, L. Box 412 . . . . . Secretary  
 A. C. Wilson, L. Box 303 . . . . . Collector  
 A. M. Getchell, L. Box 321 . . . . . Receiver  
 Michael McGilvary, L. Box 269 . . . . . Magazine Agent

**192. MT. TACOMA; Tacoma, Wash.**

Meets in Danish Brotherhood Hall, cor. East D. and 26th sts., every Tuesday at 7:30 P. M.  
 C. W. Meyer . . . . . Master  
 W. W. Thompson, 218 26th st. . . . . Secretary  
 J. F. Libby, 405 Puyallup ave. . . . . Collector  
 J. M. Matheson, 218 E. 26th st. . . . . Receiver  
 W. V. Hawley, 405 Puyallup ave. . . . . Magazine Agent

- 193. J. B. MAYNARD; East Portland, Oregon.**  
Meets in Ross' Hall 2d and 4th Sundays.  
Master  
G. B. Gollings, 209 E. 5th st, Portland, Secretary  
M. H. Ward, 24½ Union ave So, Port-land . . . . . Collector  
D. J. Byrne, 24½ Union ave So, Port-land . . . . . Receiver  
Alex. Mackay, Box 287, Union ave So, Portland . . . . . Magazine Agent
- 194. BONANZA; Missoula, Montana.**  
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.  
Chas. Wiley . . . . . Master  
J. B. Powers . . . . . Secretary  
W. G. Marshall . . . . . Collector  
E. C. Lynch . . . . . Receiver  
J. E. Mulligan . . . . . Magazine Agent
- 195. RE-ECHO; Montpelier, Idaho.**  
Meets in Montpelier Hall Fridays at 7:30 P. M.  
Edw. Brady . . . . . Master  
Henry Douglas, L. Box 12 . . . . . Secretary  
Edw. Singent . . . . . Collector  
W. M. Roberts . . . . . Receiver  
F. R. Richards . . . . . Magazine Agent
- 196. CLOUD CITY; Leadville, Colo.**  
Meets in B. of L. F. Hall every Thursday at 7:30 P. M.  
J. E. Phelan . . . . . Master  
J. R. Howell, 141½ Poplar st. . . . . Secretary  
M. F. Harrell . . . . . Collector  
H. C. Newell, 211 E. 11th st . . . . . Receiver  
F. W. Strasser, 132 E. 12th st. . . . . Magazine Agent
- 197. RIVERSIDE; Savannah, Ill.**  
Meets in Engineers' Hall, 1st and 3d Mondays at 9 A. M.  
H. C. Kiley . . . . . Master  
C. F. Ingmundson, Box 1 . . . . . Secretary  
J. H. Pulford, Jr, Box 375 . . . . . Collector  
J. H. Pulford, Jr, Box 375 . . . . . Receiver  
Frank Echard, Box 118 . . . . . Magazine Agent
- 198. MAPLE CITY; Norwalk, Ohio.**  
Meets 1st and 3d Sundays.  
W. Y. Dennis, 51 W. Seminary st . . . . . Master  
G. A. Lambert, 7 E. League st . . . . . Secretary  
E. C. Somers, 44 Pleasant st . . . . . Collector  
R. W. McMullen . . . . . Receiver  
W. C. Wright, Ford ave . . . . . Magazine Agent
- 199. MAHONING; Youngstown, Ohio.**  
Meets in Trainmen's Hall, 22 W. Federal st., 2d Sunday and 4th Thursday.  
Jno. Farragher, 117 Holmes st . . . . . Master  
R. R. Jenkins, 1023 Orange st . . . . . Secretary  
Michael Halliday, 719 Covington st . . . . . Collector  
M. J. Daley, 543 Thomas st . . . . . Receiver  
M. J. Welch, 25 Darrow st . . . . . Magazine Agent
- 200. FAITH; Meridian, Miss.**  
Meets in B. of L. E. Hall every Monday at 2 P. M.  
J. L. Stutz, 807 Twenty-first ave . . . . . Master  
Albert Stockdale, 425 39th ave . . . . . Secretary  
J. E. Mitchell, Fifth st . . . . . Collector  
J. L. Stutz, 807 Twenty-first ave. . . . . Receiver  
R. L. Armistead, 405 39th ave . . . . . Magazine Agent
- 201. FRIENDLY HAND; Jackson, Tenn.**  
Meets at cor. Main and Market sts., every Saturday evening.  
B. L. Haley, M. & O. Shops . . . . . Master  
J. W. Briggs, 149 Lexington ave . . . . . Secretary  
Wm. Cook, M. & O. shops . . . . . Collector  
U. G. Chilton, 561 E. Chester st . . . . . Receiver  
J. A. Wagner, 216 Chester st . . . . . Magazine Agent
- 202. SCIOTO; Chillicothe, O.**  
Meets in Clough Hall, cor. Main and Mulberry sts, 1st and 3d Sundays.  
D. C. Green, 544 E. Second st . . . . . Master  
R. C. Thompson, Loveland . . . . . Secretary  
W. H. Cutter, 272 E. Main st . . . . . Collector  
Wm. Hyson, 294 E. 4th st . . . . . Receiver  
J. W. Rumpf, 213 N. Hirm st . . . . . Magazine Agent
- 203. GARFIELD, Garrett, Ind.**  
Meets in Frederick Hall every Sunday at 2 P. M.  
C. W. Miller, Box 173 . . . . . Master  
B. G. Pierce, Box 163 . . . . . Secretary  
Chas. Krutch . . . . . Collector  
C. F. Reneman, Box 96 . . . . . Receiver  
D. P. Olden, Box 164 . . . . . Magazine Agent
- 204. COTTON BELT; Jonesboro, Ark.**  
Meets in K. of P. Hall every Saturday at 2 P. M.  
J. L. Spence . . . . . Master  
C. P. Bond, L. Box 258 . . . . . Secretary  
D. W. Heindel . . . . . Collector  
A. A. Goin . . . . . Receiver  
W. B. Jenkins, Box 166 . . . . . Magazine Agent
- 205. FLOWER OF THE WEST; Tepeka, Kan.**  
Meets in A. O. U. W. Hall, 2d and 4th Sundays.  
Christ. McGinnis, 322 Jefferson st. . . . . Master  
Chas. Leat, 208 Klein st . . . . . Secretary  
E. H. Powell, 1901 E. 4th st . . . . . Collector  
Christ. McGinnis, 322 Jefferson st . . . . . Receiver  
H. W. Chapman, 329 Klein st . . . . . Magazine Agent
- 206. FORT PICKERING; Memphis, Tenn.**  
Meets in Miller's Hall, cor. Penna. and Iowa aves, every Tuesday at 7:30 P. M.  
Peter Eich, 789 Main st . . . . . Master  
W. A. Weatherall, Station A . . . . . Secretary  
J. A. Murray, 62 Virginia ave . . . . . Collector  
W. A. Weatherall, Station A . . . . . Receiver  
J. E. Hellon, 185 Pennsylvania ave . . . . . Mag. Agent
- 207. LOYAL; Meadville, Pa.**  
Meets in B. of L. F. Hall, Water st, every Tuesday evening.  
F. C. Stebbins, 993 Market st . . . . . Master  
E. L. First, Box 792 . . . . . Secretary  
W. P. Herrington, Central Hotel . . . . . Collector  
R. M. Luse, 14 Poplar st . . . . . Receiver  
W. A. Smith, 296 Pine st . . . . . Magazine Agent
- 208. KEYSTONE, Susquehanna, Pa.**  
Meets in Doran's Hall every Tuesday evening.  
Daniel Creagan, Box 291 . . . . . Master  
C. W. Anderson, Box 337 . . . . . Secretary  
John Hile, Box 82 . . . . . Collector  
C. W. Anderson, Box 337 . . . . . Receiver  
J. J. Hogan, Box 967 . . . . . Magazine Agent
- 209. SARATOGA; Whitehall, N. Y.**  
Meets in B. of L. F. Hall, Old National Bank building, alternate Sundays at 2:30 P. M.  
H. E. Gaines, Box 123 . . . . . Master  
B. A. Long, Box 302 . . . . . Secretary  
J. B. Snow, Box 234 . . . . . Collector  
Walter Johnson, Box 59 . . . . . Receiver  
J. W. Farrar, Box 361 . . . . . Magazine Agent
- 210. 18-K; Schenectady, N. Y.**  
Meets in Carpenters' and Joiners' Hall, 336 State st, 1st and 3d Tuesdays.  
C. F. Droms, Box 497 . . . . . Master  
Homer Eygner, 302 Paige st . . . . . Secretary  
J. E. Vrooman, Box 497 . . . . . Collector  
J. E. VanVranken, Box 497 . . . . . Receiver  
Wm. Hogan, 429 Hamilton st . . . . . Magazine Agent
- 211. ONOKO; South Easton, Pa.**  
Meets in Bragg's Hall, 1st and 3d Sundays afternoons.  
Jas. Tharp, Wilkesbarre st . . . . . Master  
C. L. McKee, 209 S. 5th st, Easton . . . . . Secretary  
Wm. Gausline, 1056 Butler st, Easton . . . . . Collector  
F. O. Reber, 109 Delaware st . . . . . Receiver  
W. Gausline, 1056 Butler st, Easton, Mag. Agent
- 212. EMPIRE; Watertown, N. Y.**  
Meets in I. O. G. T. Hall, Court st, 2d and 4th Sundays.  
Aaron Cartwright, 17 Meadows st . . . . . Master  
T. H. Lynch, 101 Factory st . . . . . Secretary  
V. C. Bokus, 73 Arsenal st . . . . . Collector  
F. C. Nichols, 12 Poplar st . . . . . Receiver  
Andrew McGowan, Carthage . . . . . Magazine Agent
- 213. WEST SHORE; Syracuse, N. Y.**  
Meets in Olbeter Hall, 1120 Bennett ave, every Thursday evening.  
A. F. Riley, 642 Bennett ave . . . . . Master  
F. L. Crosby, 207 Lexington ave . . . . . Secretary  
A. Pfeiffer, 140 Oak st . . . . . Collector  
Alfred Eddy, 132 Oak st . . . . . Receiver  
H. J. Hoolihan, 140 Oak st . . . . . Magazine Agent
- 214. ORIOLE; Baltimore, Md.**  
Meets in Smith's Hall, 20th st., 2d and 4th Sundays.  
Amos Bopp, 73 Madison ave, Hagerstown, Master  
T. C. Lambden, 1319 Eden st . . . . . Secretary  
A. F. Gibbons, 403 W. 24th st . . . . . Collector  
T. C. Lambden, 1319 Eden st . . . . . Receiver  
I. H. White, 20 W. Oliver st . . . . . Mag. Agent

- 215. EAST ALBANY; East Albany, N. Y.**  
Meets in B. of L. F. Hall, Boston House, every Tuesday evening.  
W. H. Rawlings, 441 Broadway . . . . . Master  
D. F. Teeling, 21 Broadway, Bath-on-Hudson . . . . . Secretary  
W. A. Buckbee, 59 John st . . . . . Collector  
G. B. Cone, 7 Park st, Bath-on-Hudson . . . . . Receiver  
J. W. Reed, 61 Pine st . . . . . Magazine Agent
- 216. LYON BROOK; Norwich, N. Y.**  
Meets in Red Men's Room, 80 Broad st, 1st and 3d Sundays.  
C. H. Ganley, 66 Rexford st . . . . . Master  
C. T. Hinchey, 26 Gold st . . . . . Secretary  
Geo. Kennedy, 18 Gold st . . . . . Collector  
C. T. Hinchey, 26 Gold st . . . . . Receiver  
Robt. Benbow, Sheldon st . . . . . Magazine Agent
- 217. HEADLIGHT; Brazil, Ind.**  
Meets in K. of P. Hall 2d and 4th Sunday at 2 P. M.  
Chas. Davis, Box 548 . . . . . Master  
J. N. Miller, Box 548 . . . . . Secretary  
Thos. Gribble, Box 548 . . . . . Collector  
Chas. Davis, Box 548 . . . . . Receiver  
Elza A. . . . . Magazine Agent
- 218. PIKE'S PEAK; Colorado City, Colo.**  
Meets in I. O. O. F. Hall, every Tuesday at 7:30 P. M.  
L. L. Smith, Jr. . . . . Master  
C. N. Snyder . . . . . Receiver  
J. F. Murray . . . . . Collector  
C. N. Snyder . . . . . Secretary  
 . . . . . Magazine Agent
- 219. SMOKY CITY; Allegheny, Pa.**  
Meets cor. Pennsylvania ave and Bidwell st, every Monday at 2:30 P. M.  
U. H. Simpson, 278 Franklin st . . . . . Master  
T. C. Hays, 174 Adams st . . . . . Secretary  
T. B. Metheney, 2 Morrison ave . . . . . Collector  
D. J. Woods, 7 Penna. ave . . . . . Receiver  
I. E. Stahl, 107 Lake st . . . . . Magazine Agent
- 220. PROVIDENT; Sunbury, Pa.**  
Meets in P. O. S. of A. Hall, Market st., 1st and 3d Sundays at 1 P. M.  
G. M. Atherton, Northumberland . . . . . Master  
J. H. Kemberling . . . . . Secretary  
J. B. Camley . . . . . Collector  
Solomon Cherry . . . . . Receiver  
H. D. Attick . . . . . Magazine Agent
- 221. HURON; Point Edward, Ontario.**  
Meets in Odd Fellows' Hall 1st and 3d Tuesdays.  
E. J. Everett . . . . . Master  
Wm. Shortman, Box 59 . . . . . Secretary  
F. J. Burgess . . . . . Collector  
J. S. Crawford . . . . . Receiver  
J. C. Jack . . . . . Magazine Agent
- 222. WEBSTER; Fort Dodge, Iowa.**  
Meets in G. A. R. Hall, cor. Leamp and 5th sts, 2d and 4th Sundays at 2 P. M.  
F. E. Rogers . . . . . Master  
O. G. Anderson, 1 River st . . . . . Secretary  
C. L. Carter . . . . . Collector  
C. E. Snook . . . . . Receiver  
W. H. Bird, Box 330 . . . . . Magazine Agent
- 223. GREEN VALLEY; Grafton, W. Va.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays.  
C. E. Kuh, West Grafton . . . . . Master  
J. D. E. Huffman . . . . . Secretary  
J. H. Jones . . . . . Collector  
W. C. Stone, Box 46 West Grafton . . . . . Receiver  
G. D. Kellar, West Grafton . . . . . Magazine Agent
- 224. T. C. BOORN, St. Cloud, Minn.**  
Meets in U. O. of W. Hall, cor. 5th ave. and 1st st. South, 2d Sunday at 2 P. M. and 4th Wednesday at 7:30 P. M.  
P. J. Manley, 200 8th ave. N. . . . . Master  
H. B. Harding, 317 13th ave. N. . . . . Secretary  
Jas. Ramsburg, 216 7th ave. So. . . . . Collector  
Walter Bach, Box 150 . . . . . Receiver  
W. M. Bowers, 419 17th ave. N. . . . . Magazine Agent
- 225. SUPERIOR, Fort William West, Ontario.**  
Meets in McDougall Hall, Fort William, every Wednesday evening.  
W. A. McPhalen, Fort William . . . . . Master  
W. T. Reid, Fort William . . . . . Secretary  
Edw. Bowle, Fort William . . . . . Collector  
Jno. Whitehurst, Fort William . . . . . Receiver  
Jas. White, Fort William . . . . . Magazine Agent
- 226. MAGNOLIA; Ennis, Texas.**  
Meets in I. O. O. F. Hall 2d and 4th Wednesdays at 7:30 P. M.  
H. H. Kendall, H. & T. C. Shops . . . . . Master  
W. M. Nicol, L. Box 136 . . . . . Secretary  
W. M. Nicol, L. Box 136 . . . . . Collector  
W. M. Nicol, L. Box 136 . . . . . Receiver  
J. H. Dunkin, 165 Folk st, Dallas . . . . . Mag. Agent
- 227. MAGNET; Binghamton, N. Y.**  
Meets in Red Men's Hall, over Robinson's Planing Mill, office Chenango st, 2d and 3d Sundays at 2 P. M.  
R. C. Rothrock, 180 Henry st . . . . . Master  
U. G. Weaton, 83 Eldridge st . . . . . Secretary  
R. C. Rothrock, 180 Henry st . . . . . Collector  
Theo. Haskins, 25 Frederick st . . . . . Receiver  
M. F. Davern, 417 State st . . . . . Magazine Agent
- 228. ACME; Scranton, Pa.**  
Meets in G. A. R. Hall 1st and 3d Sundays.  
W. H. Gable, 227 N. Bromley ave . . . . . Master  
J. G. Burnett, 338 Lincoln ave . . . . . Secretary  
A. J. Thomas, 317 S. Hyde Park ave . . . . . Collector  
R. S. Gillingham, 128 Tenth st . . . . . Receiver  
W. E. Lumley, Moscow . . . . . Magazine Agent
- 229. RICKARD; Utica, N. Y.**  
Meets in Post Bacon Hall 2d and 4th Sundays.  
J. J. Quirk, Albany st . . . . . Master  
C. A. Pease, 72½ Whitesboro st . . . . . Secretary  
W. F. Foley, 4 Montgomery st . . . . . Collector  
C. A. Pease, 72½ Whitesboro st . . . . . Receiver  
Edw. Herrick, 96 Fayette st . . . . . Magazine Agent
- 230. ALBANY CITY; Albany, N. Y.**  
Meets in Stremple Hall, 258 Central ave, 1st, 3d and 5th Mondays at 7 P. M.  
G. W. Gilkerson, 485 First st . . . . . Master  
G. M. Jeffers, 36 Ontario st . . . . . Secretary  
Courtland Maher, 11 Prospect ave . . . . . Collector  
G. M. Jeffers, 36 Ontario st . . . . . Receiver  
A. H. Vincent, 15 Hunter ave . . . . . Magazine Agent
- 231. DELAWARE; Wilmington, Del.**  
Meets in B. of L. F. Hall 1st and 3d Sundays.  
Jas. Onkes, 518 Franklin st . . . . . Master  
A. C. Dunn, 410 Taylor st . . . . . Secretary  
J. A. Bonlin, 417 E. 4th st . . . . . Collector  
A. C. Dunn, 410 Taylor st . . . . . Receiver  
J. R. Calvert, 618 E. 8th st . . . . . Magazine Agent
- 232. LUCKY THOUGHT, Middletown, N. Y.**  
Meets in A. O. of H. Hall, 2d and 4th Sundays.  
M. J. Kerrigan, cor. North st. and Wisner ave. . . . . Master  
F. B. Case, 286 North st . . . . . Secretary  
Jno. Dunham, 125 Wickham ave . . . . . Collector  
Jno. O'Farrell, 9 Low ave . . . . . Receiver  
V. L. Powell, 28 Broad st . . . . . Magazine Agent
- 233. GLAD TIDINGS; Newton, New Brunswick.**  
Meets in Victoria Hall 1st and 3d Sundays at 2 P. M.  
John Stewart, Jr., Box 376 . . . . . Master  
F. A. Sticheil . . . . . Secretary  
Frank Gibson . . . . . Collector  
Harry Snider, Box 376 . . . . . Receiver  
H. S. Cutten . . . . . Magazine Agent
- 234. NORTH BAY; North Bay, Ontario.**  
Meets in B. of L. F. Hall 1st and 3d Tuesdays.  
Wm. McRae, Box 126 . . . . . Master  
J. A. Lynch, Box 126 . . . . . Secretary  
John McIlvanna . . . . . Collector  
John Cleminson . . . . . Receiver  
Jas. McDevitt . . . . . Magazine Agent
- 235. THREE BROTHERS; Pittsburg, Pa.**  
Meets in Walerba Hall 2d and 4th Sundays.  
J. G. Wagner, 38th st and Howie ave . . . . . Master  
W. E. Blaney, 331 Millwood ave . . . . . Secretary  
D. M. Jones, Wall . . . . . Collector  
N. E. Biesecker, 3408 Legower st . . . . . Receiver  
Chas. Longacre, Jr., Wall . . . . . Magazine Agent
- 236. HINTON; Hinton, West Virginia.**  
Meets in Masonic Hall, every Saturday at 7:30 P. M.  
D. L. Eubank . . . . . Master  
J. S. McCarthy . . . . . Secretary  
C. J. Andrews . . . . . Collector  
D. L. Eubank . . . . . Receiver  
C. L. Bess . . . . . Magazine Agent

- 257. CENTRAL PARK; Central Park, Ill.**  
Meets in Rebmans' Hall 1st and 3d Sundays.  
Thaddeus Chew, Box 39 . . . . . Master  
E. H. Brown, 119 S. Green st., Chicago, Secretary  
David Leavitt . . . . . Collector  
Thaddeus Chew, Box 39 . . . . . Receiver  
G. J. Rowbottom, 211 Harding ave.,  
Chicago . . . . . Magazine Agent
- 258. PLAIN CITY; Paducah, Ky.**  
Meets in Rogers' Hall, 12th and Broadway, every  
Tuesday at 7:30 P. M.  
Lloyd Grimes, 1301 Broadway . . . . . Master  
J. S. Spinner, 1084 Jackson st. . . . . Secretary  
A. W. Shepherd, 615 Campbell st. . . . . Collector  
J. P. Wesley, 986 Broadway . . . . . Receiver  
J. P. Wesley, 986 Broadway . . . . . Magazine Agent
- 259. BUCKEYE; Delaware, Ohio.**  
Meets in Firemen's Hall, 51 Lake st., 2d and  
4th Sundays.  
T. F. Parker, 281 E. Central ave. . . . . Master  
E. G. Knight, 287 S. Washington st. . . . . Secretary  
Chas Hirsch, 216 E. Central ave. . . . . Collector  
T. Baker, 2 Lewis st . . . . . Receiver  
W. F. Hanrahan, 261 E. Winter st. . . . . Mag. Agent
- 260. GILBERT; Jackson, Mich.**  
Meets in Engineers' Hall, cor. Jackson and Main  
sts., 1st and 3d Mondays at 7:30 P. M., and 2d  
and 4th Mondays at 2:30 P. M.  
J. A. Ogden, 314 E. Franklin st. . . . . Master  
G. A. Holden, 1023 E. Main st. . . . . Secretary  
Henry Mosher, 214 E. Pearl st. . . . . Collector  
M. A. Henry, 327 Quarry st. . . . . Receiver  
F. E. Riley, 210 Summit ave. . . . . Magazine Agent
- 261. LAKE ERIE; Buffalo, N. Y.**  
Meets in B. L. E. Hall, 412 So Division st., alternate  
Fridays.  
J. W. Jacobs, 340 N. Division st. . . . . Master  
F. C. Loomis, 59 Watson st. . . . . Secretary  
J. F. Burns, 612 N. Division st. . . . . Collector  
I. H. Crossman, 500 Swan st. . . . . Receiver  
J. L. Barker, 436 Swan st. . . . . Magazine Agent
- 262. LIBERTY; Kimbra, N. Y.**  
Meets in D. L. & W.-Y. M. C. A. Hall, 1st Monday  
at 7:30 P. M., and 2d and 4th Sundays at  
2 P. M.  
W. O. Smith, 1357½ Lane st. . . . . Master  
A. J. Keele, 360 W. Fifth st. . . . . Secretary  
W. O. Smith, 1357½ Lane st. . . . . Collector  
F. H. Morgan, 1507 Lake st. . . . . Receiver  
Michael Donahue, 409 Fulton st. . . . . Magazine Agent
- 263. J. H. SELBY; Texarkana, Texas.**  
Meets in B. of L. F. Hall, 1st and 3d Fridays at  
7:30 P. M., and 2d and 4th Wednesdays at 9  
A. M.  
C. J. Neef, Box 64, Texarkana, Ark. . . . . Master  
W. A. Smith, Texarkana, Ark. . . . . Secretary  
Wm. Bradfield, Texarkana, Ark. . . . . Collector  
C. J. Neef, Box 64, Texarkana, Ark. . . . . Receiver  
J. S. Evans, Prescott, Ark. . . . . Magazine Agent
- 264. T. P. O'BURKE; Chicago, Ill.**  
Meets at 314 W. Twelfth st., 1st Sunday at 2 P. M.  
and 3d Friday at 8 P. M.  
P. C. Winn, 314 W. 12th st. . . . . Master  
Jno. O'Malley, 166 W. 18th st. . . . . Secretary  
Jno. O'Malley, 166 W. 18th st. . . . . Collector  
P. C. Winn, 314 W. 12th st. . . . . Receiver  
Magazine Agent
- 265. GEORGIA; Savannah, Ga.**  
Meets in Firemen's Hall, Sorrell Building, cor.  
of Bull and Bay sts., every Thursday at 7:30 P.  
M., and 3d Sunday at 2:30 P. M.  
W. E. King, 199 Waldburg st. . . . . Master  
Adam Hutton, 271 Bull st. . . . . Secretary  
G. K. Knight, 90 W. Broad st. . . . . Collector  
Fleming Goolsby, 84 Montgomery st. . . . . Receiver  
F. J. Trott, 77½ Jones st. . . . . Magazine Agent
- 266. MACON; Macon, Ga.**  
Meets in Morgans Hall, 1444 4th st. every Sunday.  
Chas Green, 416 Elm st. . . . . Master  
W. H. Lofey, 454 Oak st. . . . . Secretary  
Chas. Green, 416 Elm st. . . . . Collector  
S. D. Darcey, 905 2d st. . . . . Receiver  
Magazine Agent
- 267. KENNESAW; Atlanta, Ga.**  
Meets in Red Men's Hall, 6½ N. Broad st., every  
Sunday at 2 P. M.  
H. O. Teat, 85 Hood st. . . . . Master  
C. H. Elliott, 106 W. Peters st. . . . . Secretary  
W. A. Woolbright, 142 W. Baker st. . . . . Collector  
T. L. Francis, Clara Post Office, Atlanta  
Receiver  
C. H. Elliott, 106 W. Peters st. . . . . Magazine Agent
- 268. WESTERN RESERVE; Ashtabula, Ohio.**  
Meets in K. of H. Hall, 1st and 3d Mondays at  
7:30 P. M.  
Wm. Hall, Box 735 . . . . . Master  
G. B. Warren, 235 Main st. . . . . Secretary  
A. H. Mosher, Box 732 . . . . . Collector  
Jas. Coutts, 66 Lockwood st. . . . . Receiver  
A. W. Holcomb, 7 Wilcox st. . . . . Magazine Agent
- 269. CALUMET; South Chicago, Ill.**  
Meets in Elgerman's Hall, cor. Commerce and  
South Chicago aves, 2d and 4th Sundays at 7:30  
P. M.  
J. F. Arft, Cheltenham . . . . . Master  
Daniel O'Connell, 8352 Houston ave. . . . . Secretary  
B. J. Lynch, 8734 Erie ave. . . . . Collector  
H. A. Purvis, 8734 Erie ave. . . . . Receiver  
Magazine Agent
- 270. GOLDEN LINK; Wilkesbarre, Pa.**  
Meets in Grand Army Hall, 1st and 3d Sundays  
at 2 P. M.  
J. W. Deets, Forty Fort . . . . . Master  
J. C. Hollenback, 313 N. Canal st. . . . . Secretary  
J. E. Gray, Kingston . . . . . Collector  
C. H. Lamon, Box 52, Kingston . . . . . Receiver  
A. E. Canfield, Larksville . . . . . Magazine Agent
- 271. LEHIGH; Mauch Chunk, Pa.**  
Meets in Stahl's Hall, Upper Mauch Chunk, 1st  
and 3d Sundays at 2 P. M.  
H. L. Sandhas . . . . . Master  
N. E. Reinart, L. Box 324 . . . . . Secretary  
H. W. Smith, L. Box 365 . . . . . Collector  
Chas. Roberts, L. Box 365 . . . . . Receiver  
Lafayette Wildoner, L. Box 365 . . . . . Magazine Agent
- 272. COLUMBIA; Columbia, Pa.**  
Meets in Fendrick's Hall, 2d and 4th Mondays  
at 7:30 P. M.  
J. M. Evans, 288 N 3d st. . . . . Master  
Jos. Dennison, 640 Chestnut st. . . . . Secretary  
H. M. Hinkle, 570 Walnut st. . . . . Collector  
Jos. Dennison, 640 Chestnut st. . . . . Receiver  
Edw. Dennell, 24 So 2d st. . . . . Magazine Agent
- 273. TRENTON; Trenton, N. J.**  
Meets in Stradling Hall, 131 N. Broad st, 1st  
and 3d Sundays.  
F. N. Caffey, 96 Ewing st. . . . . Master  
Robt. Stackhouse, 306 Genesee st. . . . . Secretary  
T. H. Decator, 79 Sohard st. . . . . Collector  
F. P. Parsons, 175 Brunswick ave. . . . . Receiver  
J. W. Horn, 41 Wall st. . . . . Mag. Agent
- 274. CLIMAX; Missouri Valley, Iowa.**  
Meets in G. A. R. Hall 2d and 4th Sundays at 7:30  
P. M.  
John Perry, Box 459 . . . . . Master  
W. L. French, Box 481 . . . . . Secretary  
O. P. Masters, Norfolk, Neb. . . . . Collector  
D. J. Kennedy . . . . . Receiver  
G. H. Wilson, Box 547 . . . . . Magazine Agent
- 275. CANAL CITY; Arkansas City, Kan.**  
Meets in I. O. O. F. Hall, 1st and 3d Wednesday  
nights.  
Edw. Gleason, 1015 So. B st. . . . . Master  
W. S. Bailou, L. Box 75 . . . . . Secretary  
Andrew Craig . . . . . Collector  
S. S. Small, 1011 So 3d st. . . . . Receiver  
Patrick Caldron, 1326 So G st. . . . . Magazine Agent
- 276. HIGH LINE; Como, Colo.**  
Meets in Slater's Hall, every Sunday at 2:30 P. M.  
Edw. Conahan . . . . . Master  
Jos. Nicholls . . . . . Secretary  
Jno. Olson . . . . . Collector  
A. E. Harvey . . . . . Receiver  
J. R. Morgan . . . . . Magazine Agent
- 277. KIT CARSON; Raton, New Mexico.**  
Meets in I. O. O. F. Hall every Monday at 9 A. M.  
W. J. Reed . . . . . Master  
Allan Love, Box 176 . . . . . Secretary  
Wm. Kenyon . . . . . Collector  
N. D. McCroskey . . . . . Receiver  
W. J. Linwood . . . . . Magazine Agent
- 278. KENO; Nickerson, Kan.**  
Meets in K. of P. Hall every Wednesday at 7:30  
P. M.  
W. F. Smith, L. Box 472 . . . . . Master  
C. W. Arnold, L. Box 29 . . . . . Secretary  
Jas. Frazier . . . . . Collector  
J. D. Fox . . . . . Receiver  
E. S. Gilbert, L. Box 468 . . . . . Magazine Agent
- 279. D. J. CHASE; Ashland, Wis.**  
Meets in Good Templars' Hall, cor. Second st.  
and 4th ave. W., 1st and 3d Sundays at 2:30 P. M.  
C. A. White, 818 Prentice ave. . . . . Master  
E. C. Schilling, 221 Willis ave. . . . . Secretary  
Fred. Godfrey, Box 814 . . . . . Collector  
Wm. Buckley, 720 Ellis ave. . . . . Receiver  
W. C. Vallie, Commercial Hotel . . . . . Mag. Agent

- 260. CALIFORNIA; Sacramento, Cal.**  
Meets in Masonic Hall every Monday evening.  
T. L. Thompson, 1819 K st. . . . . Master  
R. E. Nobel, Box 107 . . . . . Secretary  
W. F. Sheehan, Box 107 . . . . . Collector  
D. A. Smith, Box 107 . . . . . Receiver  
W. J. Featherston, Box 107 . . . . . Magazine Agent
- 261. MAGDALENA; San Marcial, New Mexico.**  
Meets in Masonic Hall every Sunday at 2:30 P. M.  
H. D. Haines . . . . . Master  
Wm. Bispham, Box 155 . . . . . Secretary  
W. H. Webb . . . . . Collector  
C. H. D. Haines . . . . . Receiver  
Wm. Bispham, Box 155 . . . . . Magazine Agent
- 262. QUEEN CITY; West Toronto Junct. Ont.**  
Meets in Campbell Hall, alternate Sundays.  
Jno. Douglas . . . . . Master  
W. J. Haley, 10 Embridge st., Parkdale. Secretary  
G. W. Riley . . . . . Collector  
G. H. Ritchey . . . . . Receiver  
J. J. B. Atkinson . . . . . Magazine Agent
- 263. ALAMO; Taylor, Texas.**  
Meets in Union Hall 1st and 3d Thursdays and  
2d and 4th Wednesdays.  
Geo. Surkey, Box 68 . . . . . Master  
W. H. Pipkin, Box 249 . . . . . Secretary  
J. R. Steadman, Box 68 . . . . . Collector  
Louis Francis, Box 154 . . . . . Receiver  
Geo. Cambridge . . . . . Magazine Agent
- 264. J. K. GILBREATH; Butte City, Montana.**  
Meets in Frost's Hall, South Butte, every Thurs-  
day evening.  
A. R. McDuffie, Box 94, S. Butte . . . . . Master  
R. J. Davis, S. Butte . . . . . Secretary  
Michael Monahan, S. Butte . . . . . Collector  
G. W. McKim, S. Butte . . . . . Receiver  
J. M. Hennessy, So Butte . . . . . Magazine Agent
- 265. GRAND RIVER; Grand Rapids, Mich.**  
Meets in K. P. Hall, 2d and 4th Sundays.  
E. E. Decker, 2 Hatches Court . . . . . Master  
L. A. Ogden, 247 Central ave. . . . . Secretary  
H. L. Brown, 427 Cass st. . . . . Collector  
L. A. Ogden, 247 Central ave. . . . . Receiver  
C. E. Rundell, 344 So Union st. . . . . Magazine Agent
- 266. JOHN HICKEY; South Kaukauna, Wis.**  
Meets in Duggan Hall 2d and 4th Sundays.  
Jno. Fredendall, Box 159 . . . . . Master  
Daniel Hogan . . . . . Secretary  
Bernard Finnegan, Box 343 . . . . . Collector  
Anson Jackson . . . . . Receiver  
Frank Fosha . . . . . Magazine Agent
- 267. ENDEAVOR; Algiers, La.**  
Meets 1st and 3d Thursdays at 1:30 P. M. and 2d  
and 4th Thursdays at 8:30 P. M.  
A. G. Donely . . . . . Master  
S. S. Andress, 125 Atlantic ave. . . . . Secretary  
P. J. Coyne, Jr., 121 Pacific ave. . . . . Collector  
Jno. Mitchell, 82 1/2 Pacific ave. . . . . Receiver  
S. P. Vallette, 28 Vallette st. . . . . Magazine Agent
- 268. CLIFTON HEIGHTS; New Albany, Ind.**  
Meets in Hadden's Hall, cor. State and Market  
sts., 1st and 3d Sunday afternoons.  
C. T. Dillard, Box 74 . . . . . Master  
W. B. Sicer, 238 E Oak st. . . . . Secretary  
E. J. Bell, 187 W Spring st. . . . . Collector  
T. L. Telves, 768 North Y st. . . . . Receiver  
G. E. Lee, 37 W. 9th st. . . . . Magazine Agent
- 269. O. K.; Cincinnati, Ohio.**  
Meets in Castle Hall, S. E. cor. Genesee and Central  
ave., 1st and 3d Thursdays at 7 P. M.  
J. S. Sheehan, 84 State ave. . . . . Master  
J. R. Constable, Montgomery . . . . . Secretary  
Louis Huttenlocher, 1630 W. 6th st. . . . . Collector  
J. S. Sheehan, 84 State ave. . . . . Receiver  
Cornelius Coakley, Hamilton . . . . . Magazine Agent
- 270. MINNEAPOLIS; Minneapolis, Minn.**  
Meets in P. O. S. of A. Hall, 206 Cedar ave., 1st  
Sunday at 1:30 P. M. and 3d Monday at 7:30  
P. M.  
Patrick Perusse, 116 Cedar ave. . . . . Master  
H. W. Bester, 2308 16th ave So. . . . . Secretary  
A. H. Titus, 3103 Cedar ave So. . . . . Collector  
Oliver Johnson, 2106 Bloomington ave. . . . . Receiver  
Oliver Johnson, 2106 Bloomington ave, Mag. Agt
- 271. BYRAM; Port Morris, N. J.**  
Meets in Union Hall 1st and 3d Sundays.  
Jno. Finerty . . . . . Master  
Wm. Weiler, Box 25 . . . . . Secretary  
Lewis Conover . . . . . Collector  
Wm. Weiler, Box 25 . . . . . Receiver  
C. L. Miller . . . . . Magazine Agent
- 272. WILSON; Junction, N. J.**  
Meets in Wells' Hall 1st and 3d Sundays.  
J. S. Eveland, Jr., Box 106 . . . . . Master  
J. E. Dineen, Somerville . . . . . Secretary  
Wm. Walsh . . . . . Collector  
Jno. Everitt . . . . . Receiver  
J. S. Eveland, Jr., Box 106 . . . . . Magazine Agent
- 273. DENVER; Denver, Colo.**  
Meets in Independent Hall, cor. Santa Fe st. and  
W. 8th ave, every Friday at 7:30 P. M.  
Ira Lowe, 1120 So. 10th st. . . . . Master  
W. A. Randow, 1239 So Tenth st. . . . . Secretary  
Pats Kennern, 915 So. 9th st. . . . . Collector  
R. B. Hind, 1024 So. 7th st. . . . . Receiver  
J. H. Bush, 1455 S. 9th st. . . . . Mag. Agent
- 274. JACKSON; Clifton Forge, Va.**  
Meets in Masonic Hall, 2d and 4th Tuesdays.  
J. S. Chittum . . . . . Master  
D. H. Echols . . . . . Secretary  
W. J. Harris . . . . . Collector  
W. G. Monroe, Box 145 . . . . . Receiver  
W. J. Jones . . . . . Magazine Agent
- 275. WEST CHICAGO; Chicago, Ill.**  
Meets in Rebmnd Hall 1st and 3d Sundays at 2  
P. M.  
F. N. Anderson, 280 W Superior st. . . . . Master  
Henry Fenske, 81 Austin ave. . . . . Secretary  
E. E. Ellsworth, 97 Columbia Place . . . . . Collector  
F. N. Anderson, 280 W. Superior st. . . . . Receiver  
Charles Anderson, 6 Metropolitan  
Place . . . . . Magazine Agent
- 276. REGINA; Vancouver, B. C.**  
Meets in Good Templar's Hall every Monday at  
8 P. M.  
A. E. Solloway . . . . . Master  
R. A. Moscrop . . . . . Secretary  
C. L. Austin, North Bend . . . . . Collector  
Robt. Bunt, Kamloops . . . . . Receiver  
Beverly Goddard, Kamloops, B. C. . . . . Mag. Agent
- 277. ALABAMA; Mobile, Ala.**  
Meets in B. of L. F. Hall, S. E. cor. Dauphin and  
Jackson sts. 2d and 4th Sundays.  
J. B. Webster, L. & N. Shops . . . . . Master  
A. A. Kelly, L. & N. Shops . . . . . Secretary  
A. A. Kelly, L. & N. Shops . . . . . Collector  
J. H. Trachy, L. & N. Shops . . . . . Receiver  
W. F. Hartman, Box 39, McComb, Miss, Mag. Agent
- 278. WHITE BEEAST; Laredo, Texas.**  
Meets in K. P. Hall, cor. Convent and Farragut  
sts., 1st and 3d Sundays at 2:30 P. M.  
J. B. G'Sell, Mex. National Shops . . . . . Master  
Ed. Chamberlain, Box 108 . . . . . Secretary  
J. B. G'Sell, Mex. Nat'l Shops . . . . . Collector  
Ed. Chamberlain, Box 108 . . . . . Receiver  
Ed. Chamberlain, Box 108 . . . . . Magazine Agent
- 279. MONTE SANO; Tusculumbia, Ala.**  
Meets in Pythian Hall every Saturday evening.  
J. W. Weatherford . . . . . Master  
H. H. Burkhardt . . . . . Secretary  
H. M. Kerby . . . . . Collector  
H. H. Burkhardt . . . . . Receiver  
J. W. Smith . . . . . Magazine Agent
- 280. OZARK; Thayer, Mo.**  
Meets in Boyd's Hall 1st and 3d Sundays at 2 P.  
M., and 2d and 4th Mondays at 7 P. M.  
C. P. Stevens . . . . . Master  
J. P. Brady . . . . . Secretary  
D. Buchanan . . . . . Collector  
N. Poulette . . . . . Receiver  
H. N. Powell . . . . . Magazine Agent
- 281. MISSION; Yoakum, Texas.**  
Meets in Engineers' Hall every Sunday at 8:00  
P. M.  
L. F. Barnhart . . . . . Master  
F. L. Douglass, Box 38 . . . . . Collector  
Frank Hagen, Box 38 . . . . . Secretary  
Jno. Maymon . . . . . Receiver  
W. H. Haynes, Box 50 . . . . . Magazine Agent
- 282. BURNSIDE; Mt. Carmel, Ill.**  
Meets in Union Hall every Thursday evening.  
Grant Lafferty . . . . . Master  
C. W. Orland . . . . . Secretary  
W. H. Hill . . . . . Collector  
Harry Standing . . . . . Receiver  
F. H. Orland . . . . . Magazine Agent
- 283. LACKAWANNA; Great Bend, Pa.**  
Meets in Red Men's Hall 2d and 4th Sundays at  
2:30 P. M.  
A. M. Sliker, Hallstead . . . . . Master  
H. E. Robinson, Hallstead . . . . . Secretary  
W. B. Towbridge, Hallstead . . . . . Collector  
S. H. Wells, Hallstead . . . . . Receiver  
A. M. Sliker, Hallstead . . . . . Magazine Agent

- 284. NEW HAVEN, Conn.**  
Meets in Eli's Hall, 852 Chapel st., 1st and 3d Sundays.  
J. J. Howard, 31 Bradley st. . . . . Master  
J. W. Kenney, 119 Putnam st. . . . . Secretary  
J. W. Deskin, 156 DeWitt st. . . . . Collector  
R. A. Bishop, 81 Howe st. . . . . Receiver  
J. W. Kenney, 119 Putnam st. . . . . Magazine Agent
- 285. CHARTER OAK; Hartford, Conn.**  
Meets in Bliss Hall, cor. Pratt and Main sts., 2d and 4th Sundays.  
D. C. Vanderburgh, East Hartford . . . . . Master  
F. S. Fish, 27 Pavilion st. . . . . Secretary  
H. L. Osmond, 12 Huntley Place . . . . . Collector  
H. L. Stearn, 4 Wooster st. . . . . Receiver  
F. S. Fish, 27 Pavilion st. . . . . Magazine Agent
- 286. SAGINAW VALLEY; Saginaw E. S., Mich.**  
Meets in Lester Adams Hall, 2d and 4th Sundays.  
Jno. Smyth, 812 Carroll st. . . . . Master  
Alfred Bush, 110 Dwight st. . . . . Secretary  
Jas. Killen, 706 N. 5th st. . . . . Collector  
W. C. Cooper, 634 N. Washington ave. . . . . Receiver  
H. M. Bradley, 716 Carroll st. . . . . Magazine Agent
- 287. ALTOONA, Pa.**  
Meets in Couch's Hall, 2d and 4th Sundays.  
David Sammell, 1707 8th ave. . . . . Master  
F. A. Davis, 2406 11th ave. . . . . Secretary  
J. I. Anthony, Box 185 . . . . . Collector  
G. A. Robb, 1103 18th st. . . . . Receiver  
J. L. Parrish, 714 1st ave. . . . . Magazine Agent
- 288. EMMET; Estherville, Iowa.**  
Meets in Masonic Hall, 1st Tuesday and 3d Monday.  
R. S. Robinson, Box 102 . . . . . Master  
P. J. Sullivan, Box 48 . . . . . Secretary  
A. L. Houlthouse, Box 5 . . . . . Collector  
Wm. McArdle, Box 109 . . . . . Receiver  
C. V. Pendergast . . . . . Magazine Agent
- 289. MT. LOOKOUT, Chattanooga, Tenn.**  
Meets in Savings Bank Hall, cor. Market st. and Montgomery ave, 1st, 3d and 5th Tuesdays at 7:30 P. M., and 2d and 4th Tuesdays at 2 P. M.  
T. P. Pennebaker, Box 266 . . . . . Master  
R. M. Smith, Box 266 . . . . . Secretary  
T. J. O'Connor, 230 Montgomery ave. . . . . Collector  
C. J. Spink, 27 Carter st. . . . . Receiver  
Geo. Daugherty, 1073 Market st. . . . . Magazine Agent
- 290. MARION; Hannibal, Mo.**  
Meets in A. O. U. W. Hall, cor. Main and Broadway, 2d and 4th Sundays at 2 P. M.  
J. T. Hart, 416 Washington st. . . . . Master  
J. S. Ott, 312 Center st. . . . . Secretary  
B. E. McClain, 148 Riverside st. . . . . Collector  
J. T. Hart, 416 Washington st. . . . . Receiver  
Station E. . . . . Magazine Agent
- 291. ATLANTIC; Brooklyn, N. Y.**  
Meets in Triangle Hall, Halsey st. and Broadway, 2d Sunday at 8 P. M. and 4th Sunday at 10 A. M.  
Lawrence Donehue, 250 47th st, So Brooklyn, L. I. . . . . Master  
J. H. Daley, 7 Palmetto st. . . . . Secretary  
Wm. Young, 41 Williams st. . . . . Collector  
E. A. Merwin, Jr., 307 Glenmore ave., Station E. . . . . Receiver  
H. B. Archer, 155 Alabama ave, Magazine Agent
- 292. J. L. HARRIS, East Grand Forks, Minn.**  
Meets in Brotherhood Hall 2d Saturday at 7:30 P. M. and 4th Sunday at 1:30 P. M.  
Mark Purcell . . . . . Master  
Alex. Thomson . . . . . Secretary  
Geo. Clifton . . . . . Collector  
T. E. Frost . . . . . Receiver  
Station E. . . . . Magazine Agent
- 293. LAFAYETTE; Marion, Iowa.**  
Meets in A. O. U. W. Hall, 1st Sunday at 6:30 P. M. and 3d Sunday at 2:30 P. M.  
Geo. Klissinger . . . . . Master  
F. R. Fox . . . . . Secretary  
S. E. Anson . . . . . Collector  
H. A. Heberling, Box 646 . . . . . Receiver  
W. R. Barber, Box 436 . . . . . Magazine Agent
- 294. OHIO RIVER; Huntington, W. Va.**  
Meets in B. of L. E. Hall, cor. 3d ave. and 8th st. every Saturday at 7 P. M.  
G. T. Cullen, Jr. . . . . Master  
Robt. Overby, 1223 6th ave. . . . . Secretary  
W. T. Henley, 916 Seventh ave. . . . . Collector  
H. E. Haskell, L Box 484 . . . . . Receiver  
C. C. Orndorf, 904 7th ave. . . . . Magazine Agent
- 295. U. S.; Davenport, Iowa.**  
Meets in A. O. U. W. Hall 1st and 2d Sundays.  
J. J. Kelly, 214 E 5th st. . . . . Master  
T. A. Quinn, 1035 E Locust st. . . . . Secretary  
T. A. Quinn, 1035 E Locust st. . . . . Collector  
Thos. Stapleton, 306 E 9th st. . . . . Receiver  
Jerry Mansfield, 2528 6th ave, Rock Island, Ill. . . . . Magazine Agent
- 296. IRON RANGE; West Superior, Wis.**  
Meets in A. O. U. W. Hall, Ritchie Block, 2d and 4th Sundays at 2:30 P. M.  
M. T. Osborn, 812 Banks ave. . . . . Master  
T. R. Taylor, 1913 11th st N. . . . . Secretary  
Bert Everitt, 1015 Banks ave. . . . . Collector  
T. R. Taylor, 1913 11th st N. . . . . Receiver  
B. W. Pink, 2316 22d st. . . . . Magazine Agent
- 297. CLARK; Jeffersonville, Ind.**  
Meets in Ruehl's Hall every Sunday at 9 A. M.  
J. T. Shedrick, 2812 Banks st., Louisville, Ky. . . . . Master  
P. R. Ditsler, 240 Missouri ave. . . . . Secretary  
G. T. Sherley, 137 Walnut st. . . . . Collector  
L. K. Shirley, 120 E. Maple st. . . . . Receiver  
P. R. Ditsler, 240 Missouri ave. . . . . Magazine Agent
- 298. SNOW FLAKE, Glasgow, Mont.**  
Meets in O. R. C. Hall 2d and 4th Saturdays.  
F. E. Rasbeck . . . . . Master  
Charles Mason . . . . . Secretary  
J. W. Hoffman . . . . . Collector  
Chas. Schumacher, Box 86 . . . . . Receiver  
Chas. Schumacher, Box 86 . . . . . Magazine Agent
- 299. CENTRAL OHIO; Crestline, Ohio.**  
Meets in Engineers' Hall every Wednesday at 7 P. M.  
F. M. Johnson, Alliance . . . . . Master  
H. E. Cotner . . . . . Secretary  
J. W. White, Box 303 . . . . . Collector  
G. W. Reed, Box 93 . . . . . Receiver  
Adam Wertenberger . . . . . Magazine Agent
- 300. HARBOR CITY, Michigan City, Ind.**  
Meets in Amon Lodge, cor. Franklin and 6th sts 2d and 4th Sundays at 2 P. M.  
C. C. Holtgreen, 223 W. 7th st. . . . . Master  
F. L. Bauman, 405 E 9th st. . . . . Secretary  
F. C. Johnson, 223 E. 2d st. . . . . Collector  
Frank Smotzer, 121 E Boston st. . . . . Receiver  
T. C. Cole . . . . . Magazine Agent
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**  
Meets in Engineers' Hall 1st and 3d Sundays at 10 A. M. and 2d Friday at 7 P. M.  
E. P. Rickaby, Box 36 . . . . . Master  
W. M. Weeks . . . . . Secretary  
A. C. Eastman . . . . . Collector  
W. M. Weeks . . . . . Receiver  
E. P. Rickaby, Box 36 . . . . . Magazine Agent
- 302. TOUGHOGHENY; Connellsville, Pa.**  
Meets in Reisinger's Hall 2d and 4th Sundays at 2 P. M.  
Robt. Kerns, Box 304 . . . . . Master  
J. D. Cunningham, Box 105, Hyndman, Pa. . . . . Secretary  
S. A. McPhee, Box 387 . . . . . Collector  
S. A. McPhee, Box 387 . . . . . Receiver  
Robt. Kerns, Box 304 . . . . . Magazine Agent
- 303. VILLIA PARK; Strator, Ill.**  
Meets in Union Hall, 105 E. Hickory st, 2d and 4th Tuesdays at 7:30 P. M.  
J. J. Corcoran, 709 N Park st. . . . . Master  
Moses Cantlin, 709 N. Park st. . . . . Secretary  
L. M. Slosser, 705 E William st. . . . . Collector  
Milford Rathbun, 806 Johnson st. . . . . Receiver  
E. S. Adams, 316 So Illinois st. . . . . Magazine Agent
- 304. THREE BLANCH; Argenta, Ark.**  
Meets in Vogel Bros' Hall, cor. Newton ave. and Beulah st. every Tuesday evening.  
Peter Koley, Box 157 . . . . . Master  
A. H. Andrews, Box 147 . . . . . Secretary  
H. H. Cole, Box 124 . . . . . Collector  
A. H. Andrews, Box 147 . . . . . Receiver  
H. H. Cole, Box 124 . . . . . Magazine Agent
- 305. UNWIN; East Portage, Ontario.**  
Meets in Garfield Hall every Wednesday evening.  
G. J. Daly . . . . . Master  
J. O. Dauphin . . . . . Secretary  
J. H. Castlake . . . . . Collector  
Geo. Robinson . . . . . Receiver  
J. W. Wilson . . . . . Magazine Agent
- 306. GRANITE STATE; Concord, N. H.**  
Meets in Temple of Honor 2d Saturday and 4th Sunday.  
Z. H. Durkee, L Box 885 . . . . . Master  
E. G. Carr, 23 Union st. . . . . Secretary  
F. L. Carr, 136 N. Main st., Room 15 . . . . . Collector  
E. B. Chandler, 22 West st. . . . . Receiver  
E. M. Barney, Box 310 . . . . . Magazine Agent

- 307. HAMPDEN; Springfield, Mass.**  
Meets in Crescent Hall, 1st and 3d Sundays.  
Jno. Fenton, 555 Chestnut st. . . . . Master  
F. N. Carr, 67 7th st. . . . . Secretary  
C. H. Hathaway, 33 Fulton st. . . . . Collector  
G. H. Leikam, Box 127, Merrick . . . . . Receiver  
F. B. Child, 9 Greenwood st. . . . . Magazine Agent
- 308. SANTA ROSA; Porfiorio Diaz, Mexico.**  
Meets in Firemen's Hall every Sunday at 2:30 P. M.  
Jacob Scheyer, Box 109, Eagle Pass, Tex. Master  
W. A. Moffatt, Box 109, Eagle Pass, Tex. Secretary  
Wm. Speakman, Box 109, Eagle Pass, Tex. . . . . Collector  
W. A. Moffatt, Box 109, Eagle Pass, Tex. Receiver  
Richard Morrish, Box 109, Eagle Pass, Tex. . . . . Magazine Agent
- 309. BARTHOLDI; Long Island City, N. Y.**  
Meets in Schwallenberg's Hall, 2d Monday and 4th Saturday.  
W. H. Smith . . . . . Master  
W. E. Thursby, Thomaston . . . . . Secretary  
W. H. White, 128 Manhattan ave, Green Point . . . . . Collector  
A. H. Raufice, 292 Jackson ave . . . . . Receiver  
Eddie Norton, 202 Jackson ave . . . . . Magazine Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**  
Meets in I. O. O. F. Hall first three Thursdays and 4th Sunday.  
S. J. Huber . . . . . Master  
G. W. Wilt . . . . . Secretary  
D. M. Schott . . . . . Collector  
H. E. Hartman . . . . . Receiver  
C. F. Shirey . . . . . Magazine Agent
- 311. BELLE PLAINE, Belle Plaine, Iowa.**  
Meets in Firemen's Hall 1st and 3d Sundays.  
Edw. Elliott . . . . . Master  
Edw. Zimmerman . . . . . Secretary  
M. A. Quigley . . . . . Collector  
Robt. Rippin . . . . . Receiver  
H. J. Herring, Box 138 . . . . . Magazine Agent
- 312. MOUNT SHASTA; Dunsmuir, Cal.**  
Meets in I. O. O. F. Hall 1st and 3rd Mondays.  
W. D. McDonald . . . . . Master  
W. P. Haskell, Box 15 . . . . . Secretary  
D. N. Ryal . . . . . Collector  
G. E. Schuler . . . . . Receiver  
P. J. Walsh . . . . . Magazine Agent
- 313. KAW VALLEY; Armourdale, Kan.**  
Meets in Melville Hall, 2d and 4th Mondays.  
H. W. Warrington, 735 Pacific ave, Kansas City . . . . . Master  
J. M. Frain, Box 183 S. S. S. Kansas City . . . . . Secretary  
B. L. Klingmann, 710 Colorado ave, Kansas City . . . . . Collector  
W. N. Haddock, 378 So. 5th St. Kansas City . . . . . Receiver  
David Cronen, 217 N. 7th st, Kansas City . . . . . Magazine Agent
- 314. GRAND FORKS; Grand Forks, North Dakota.**  
Meets in I. O. O. F. Hall 1st Sunday at 2 P. M. and 3d Sunday at 7:30 P. M.  
G. W. Sebastian, L Box 217, Breckenridge, Minn. . . . . Master  
L. J. Kenney, L. Box 114 . . . . . Secretary  
Adam Hutton, L. Box 114 . . . . . Collector  
J. M. Hamm, L. Box 114 . . . . . Receiver  
Wm. Murray, E. Grand Forks, Minn. . . . . Magazine Agent
- 315. TROY CITY; Green Island, N. Y.**  
Meets in Odd Fellows' Hall, 101 Hudson ave., 1st and 3d Sundays at 2 P. M.  
J. R. Lamb 179 Paine st. . . . . Master  
Jno. Willets, 812 River st., Troy . . . . . Secretary  
Christopher Haverly, 67 Hudson ave. . . . . Collector  
J. M. Williams, 823 River st, Troy . . . . . Receiver  
J. N. McCoy, 60 Hudson ave . . . . . Magazine Agent
- 316. OMEGA; Buffalo, N. Y.**  
Meets in Yox's Hall 1st and 3d Mondays.  
Allen Nicol, 270 Fillmore ave . . . . . Master  
W. H. Walsh, 1903 Broadway . . . . . Secretary  
H. A. Smith, 187 Jefferson st. . . . . Collector  
J. J. Kinney, 31 Walter st . . . . . Receiver  
H. A. Smith, 187 Jefferson st. . . . . Magazine Agent
- 317. WELCOME HOME; Henderson, Ky.**  
Meets in I. O. O. F. Hall, every Sunday at 2 P. M.  
E. H. Zirekel, Cloverport . . . . . Master  
Russell Davis, 2d st . . . . . Secretary  
E. H. Zirekel, Cloverport . . . . . Collector  
T. J. Cutts, O. V. R. R. . . . . Receiver  
Chas. Evans, 491 2d st. . . . . Magazine Agent
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.**  
Meets in Feer's Hall 1st and 3d Mondays at 7:30 P. M.  
J. H. Niblon, 2 Mansion st. . . . . Master  
H. N. Kemper, 2268 2d ave. . . . . Secretary  
J. H. Niblon, 2 Mansion st. . . . . Collector  
J. E. King, 2309 Second ave. . . . . Receiver  
J. H. Morton, Herbert Alley . . . . . Magazine Agent
- 319. MOUNT MORIAH; Philadelphia, Pa.**  
Meets in Mt. Moriah Hall, 6235 Woodland ave., every Sunday at 2 P. M.  
W. D. Lewis, 215 Bailey st. . . . . Master  
J. E. Sentman, 60th st & Woodland ave, Secretary  
C. C. Craig, 60th st. and Woodland ave. . . . . Collector  
Benj. Maice, cor. Gray's Lane and Springfield ave . . . . . Receiver  
W. D. Lewis, 215 Bailey st., Camden, N. J. . . . . Magazine Agent
- 320. ARBITRATION; East St. Paul, Minn.**  
Meets in Engineers' Hall, 7th and Bradley sts, 1st Sunday at 2:30 P. M., and 3d Wednesday at 7:30 P. M.  
Warner Snyder, 702 Preble st. . . . . Master  
W. L. Works, 597 Sims st., St. Paul . . . . . Secretary  
W. L. Works, 597 Sims st., St. Paul . . . . . Collector  
C. L. Work, 911 Lawson st., St. Paul . . . . . Receiver  
F. E. Davidson, 695 E 7th st, St. Paul . . . . . Magazine Agent
- 321. SNOW DRIFT; Chapleau, Ont.**  
Meets in B. of L. F. Hall, every Monday at 8 P. M.  
Kenneth McRea . . . . . Master  
G. B. Nicholson, Box 113 . . . . . Secretary  
J. J. Wilson . . . . . Collector  
E. H. Hilliar . . . . . Receiver  
W. M. Measor . . . . . Magazine Agent
- 322. JULIEN; Dubuque, Iowa.**  
Meets in Stultz Hall, S. E. cor 25th and Jackson sts., 1st and 3d Mondays at 7:30 P. M.  
G. P. Murray, 2806 Couler ave . . . . . Master  
J. F. Welsh, 2864 Couler ave . . . . . Secretary  
Ferdinand Hartman, cor. 12th and Washington sts . . . . . Collector  
C. E. Staebler, 3095 Jackson st . . . . . Receiver  
J. H. Murray, 2806 Couler ave . . . . . Magazine Agent
- 323. MUSCOGEE; Columbus, Ga.**  
Meets in Odd Fellows' Hall, 1st ave, bet. 10th and 11th sts, 1st and 3d Sundays at 11:30 A. M.  
G. F. Castleberry, 907 Fourth ave . . . . . Master  
G. E. Wilhelm, 418 10th st. . . . . Secretary  
E. L. Corley . . . . . Collector  
G. E. Wilhelm, 418 10th st . . . . . Receiver  
E. L. Corley, 1414 10th ave . . . . . Magazine Agent
- 324. SOUTHERN CROSS; Gainesville, Texas.**  
Meets in K. of L. Hall every Tuesday at 8 P. M.  
Jno. Quill . . . . . Master  
H. A. Lowe, 702 E Belcher st. . . . . Secretary  
M. D. Haggard, Witherspoon st . . . . . Collector  
J. D. Varner, N. Weaver st . . . . . Receiver  
Dan Murphy, 323 Dixon st . . . . . Magazine Agent
- 325. SATILLA; Way Cross, Ga.**  
Meets in B. of L. E. Hall 1st and 3d Sundays.  
W. L. Knox . . . . . Master  
J. M. Fesperman . . . . . Secretary  
S. B. Spear . . . . . Collector  
N. M. Duncan . . . . . Receiver  
E. G. Peirce . . . . . Mag. Agent
- 326. FOLWELL; Bradford, Pa.**  
Meets in G. A. R. Hall 1st and 3d Sundays at 2:30 P. M.  
G. E. Lovelace, care Model Restaurant . . . . . Master  
C. H. Alger, 12 Gay st. . . . . Secretary  
G. P. Clough, 5 Bishop st . . . . . Collector  
G. P. Clough, 5 Bishop st . . . . . Receiver  
C. F. Colligan, 1 Thompson ave, Magazine Agent
- 327. SILVER MOUNTAIN; Needles, Cal.**  
Meets in B. of L. E. Hall every Saturday at 8 P. M.  
J. A. Stout . . . . . Master  
F. M. Griffith . . . . . Secretary  
F. M. Griffith . . . . . Collector  
W. H. Rogers, Box 51 . . . . . Receiver  
F. H. Crane, L. Box 12 . . . . . Magazine Agent
- 328. SPANISH PEAKS; La Junta, Colo.**  
Meets in G. A. R. Hall every Monday at 2 P. M.  
A. P. Hanson, Box 96 . . . . . Master  
W. H. Bragg . . . . . Secretary  
W. H. Jones . . . . . Collector  
J. B. McChesney . . . . . Receiver  
I. D. Mayhall . . . . . Magazine Agent

**329. BELVIDERE; Belvidere, Ill.**

Meets in I. O. O. F. Hall 1st and 3d Sundays at 2:30 P. M.  
 M. M. Silvius . . . . . Master  
 M. P. Plane . . . . . Secretary  
 C. C. Smith, Box 771 . . . . . Collector  
 J. D. Kellogg, Box 919 . . . . . Receiver  
 M. P. Plane, Box 712 . . . . . Magazine Agent

**330. RIVER VIEW; Kansas City, Kansas.**

Meets in Melville Hall, 4th st and Kansas ave, 1st and 3d Thursdays at 7:30 P. M.  
 S. M. Davenport . . . . . Master  
 C. H. Smelser, 568 Park ave . . . . . Secretary  
 F. W. Fisher . . . . . Collector  
 C. H. Smelser, 568 Park ave . . . . . Receiver  
 Henry Eavers, M. P. freight house, Omaha, Neb . . . . . Magazine Agent

**331. CHICAGO BELT LINE; Auburn Junction, Ill.**

Meets in Burnd's Hall, 1st and 3d Mondays at 8 P. M.  
 Matthew Bauer, So Englewood . . . . . Master  
 E. P. Beckler, Box 73, So Englewood . . . . . Secretary  
 C. M. Propst, So Englewood . . . . . Collector  
 W. E. Boyle, So Englewood . . . . . Receiver  
 E. W. Thomas . . . . . Magazine Agent

**332. STONE MOUNTAIN; Augusta, Ga.**

Meets in K. P. Hall, cor. Broad and Jackson sts, 1st and 3d Sundays.  
 H. F. Davidson, 722 Broad st. . . . . Master  
 E. J. Graham, 461 Taylor st . . . . . Secretary  
 O. M. Burch, 247 Walker st . . . . . Collector  
 G. E. Florence, 1262 Broad st. . . . . Receiver  
 Thos. Fairris, 948 Phillips st. . . . . Magazine Agent

**333. FAIRMOUNT; Philadelphia, Pa.**

Meets in Errickson's Hall, 3947 Lancaster ave, alternate Wednesdays at 8 P. M.  
 H. B. Howerter, 3835 Linwood st . . . . . Master  
 W. H. Elliott, 3830 Linwood st, W. Philadelphia . . . . . Secretary  
 C. H. Maul, 830 N. 40th st . . . . . Collector  
 J. A. Boehm, 3818 Parrish st . . . . . Receiver  
 C. H. Maul, 830 N. 40th st . . . . . Magazine Agent

**334. LONG DOUBLER; East Syracuse, N. Y.**

Meets in Monnahan's Hall every Tuesday evening.  
 J. E. Shaffer . . . . . Master  
 G. M. Shaffer . . . . . Secretary  
 E. S. Freeman . . . . . Collector  
 Isaac West . . . . . Receiver  
 G. W. Studer . . . . . Magazine Agent

**335. SAINT ADOLPHUS; Hochelaga, Canada.**

Meets in B. of L. F. Hall alternate Sundays.  
 J. C. Currie, Smiths Falls, Ont . . . . . Master  
 Thos. Foley, 19 Archambault Block, Montreal . . . . . Secretary  
 Arcade Langlois, 169 Moreau st . . . . . Collector  
 J. G. A. Brazeau, 83 Moreau st . . . . . Receiver  
 Maurice Cody, 305 Statacona ave . . . . . Mag. Agent

**336. FALL RIVER; Neodesha, Kansas.**

Meets in Pierce's Hall, 2d and 4th Tuesdays at 3:30 P. M.  
 J. A. Miner . . . . . Master  
 J. R. Young . . . . . Secretary  
 Edw. Gray . . . . . Collector  
 W. W. Wood . . . . . Receiver  
 J. A. Miner . . . . . Magazine Agent

**337. BIG FOUR; Kansas City, Mo.**

Meets in Summerwell's Hall, Bellevue ave and 21st st, every Tuesday evening.  
 N. F. Clough, 1812 Holly st . . . . . Master  
 J. D. Gould, 1735 Jarboe st . . . . . Secretary  
 A. A. Sharum, 1623 Madison ave . . . . . Collector  
 F. L. Dickens, 1311 Reservoir ave . . . . . Receiver  
 A. A. Sharum, 1623 Madison ave . . . . . Magazine Agent

**338. WEST BRANCH; Reno, Pa.**

Meets in Spangler's Hall 1st and 3d Sundays.  
 L. L. Smart . . . . . Master  
 O. W. Long . . . . . Secretary  
 F. Kerby . . . . . Collector  
 F. Kerby . . . . . Receiver  
 L. L. Smart . . . . . Magazine Agent

**339. RED MOUNTAIN; Birmingham, Ala.**

Meets in Jackson Hall every Tuesday at 8 P. M.  
 E. C. Wright, 300 N 16th st . . . . . Master  
 P. C. Jordan, Box 703 . . . . . Secretary  
 R. K. Long, 1903 Ave. E . . . . . Collector  
 F. W. Mosby, Jr., 514 26th st . . . . . Receiver  
 J. G. Hardy, 1600 8d ave . . . . . Magazine Agent

**340. STAR OF THE WEST; Newton, Kansas.**

Meets in Engineer's Hall, 1st Thursday evening and 3d Sunday at 2 P. M.  
 J. M. Miller, 401 W. 3d st . . . . . Master  
 J. W. Comes, 923 N Pine st . . . . . Secretary  
 F. B. Watkins . . . . . Collector  
 Henry Jack, 215 W 5th st . . . . . Receiver  
 W. N. Breen, Box 4, Mulvane . . . . . Magazine Agent

**341. GOLD RANGE; Donald, B. C.**

Meets in Firemen's Hall 1st and 2d Wednesdays, and 3d and 4th Sundays.  
 H. J. McSorley . . . . . Master  
 Thos. Needham . . . . . Secretary  
 J. J. Nealon . . . . . Collector  
 Robert Somes, L Box 5 . . . . . Receiver  
 A. J. Brandrett . . . . . Magazine Agent

**342. CASCADE; Medicine Hat, Northwest Ter.**

Meets in General Hall, 2d Wednesday and 4th Thursday.  
 Wm. Lowe, Box 66 . . . . . Master  
 Chas. Wagstaff . . . . . Secretary  
 Wm. Rutherford, Box 66 . . . . . Collector  
 Felix McKinnon . . . . . Receiver  
 Wm. Brears . . . . . Magazine Agent

**343. NEW STATE; Lima, Montana.**

Meets in Bailey's Hall every Wednesday at 7:30 P. M.  
 W. B. Dean . . . . . Master  
 Arthur Croy . . . . . Secretary  
 W. A. Wilson . . . . . Collector  
 A. T. Butler . . . . . Receiver  
 D. E. Griffin . . . . . Magazine Agent

**344. LAS ANIMAS; Trinidad, Colo.**

Meets at Odd Fellow's Hall 1st and 3d Saturdays.  
 G. W. Miller . . . . . Master  
 H. B. Garvin, Box 406 . . . . . Secretary  
 W. K. Hedges, Box 584 . . . . . Collector  
 J. V. Dailey . . . . . Receiver  
 C. H. Myers . . . . . Magazine Agent

**345. FRONT END; Paris, Texas.**

Meets in Firemen's Hall, Public Square, 1st and 3d Saturday at 7:30 P. M.  
 R. E. Martin, 316 S. Right st . . . . . Master  
 M. N. Mishler, 318 So Wright st . . . . . Secretary  
 J. E. Omelia . . . . . Collector  
 L. C. Stinson . . . . . Receiver  
 M. N. Mishler, 318 So Wright st, Magazine Agent

**346. FLOWERY LAND; Pensacola, Florida.**

Meets at 819 E Belmont st, every Monday at 9 A. M.  
 F. T. Martin, 515 E Wright st . . . . . Master  
 W. F. Thrash, L. & N. R. R. shops . . . . . Secretary  
 M. L. Boghich, L. & N. R. R. Shops . . . . . Collector  
 H. A. Smith, 819 E Belmont st . . . . . Receiver  
 E. J. Amos, L & N shops . . . . . Magazine Agent

**347. COKE KING; Scottsdale, Pa.**

Meets in I. O. O. F. Hall alternate Sundays.  
 H. L. Bell . . . . . Master  
 G. A. Jackson, Box 504 . . . . . Secretary  
 Wm. Sisley, Jr . . . . . Collector  
 S. F. Scheivley . . . . . Receiver  
 Norval Miller . . . . . Magazine Agent

**348. BLUE MOUNTAIN; La Grande, Oregon.**

Meets in K. P. Hall every Wednesday at 2 P. M.  
 J. L. McCarty . . . . . Master  
 I. L. Rood, L Box 187 . . . . . Secretary  
 H. M. Wall . . . . . Collector  
 F. E. Herr . . . . . Receiver  
 J. R. Oliver, L Box 116 . . . . . Magazine Agent

**349. HUDSON RIVER; Union Hill, N. J.**

Meets in Concordia Hall, cor. Bergline ave and Liberty st, 2d and 4th Sundays.  
 Jas. Clancy, New Durham . . . . . Master  
 J. M. Wisker, 526 Humboldt st., Weehawken P. O., Hudson Co. . . . . Secretary  
 J. M. Wisker, 526 Humboldt st., Weehawken P. O., Hudson Co. . . . . Collector  
 Henry Poynton, Box 2, New Durham . . . . . Receiver  
 F. J. Hargraves, 223 Bergline ave, Weehawken P. O., Union Hill . . . . . Mag. Agent

**350. JAMES DONNELLY; Perth Amboy, N. J.**

Meets in Lyceum Hall, Smith st, 2d and 4th Sundays.  
 R. A. Ritzey . . . . . Master  
 Jno. Jones, 141 Washington st . . . . . Secretary  
 Monroe Deitz . . . . . Collector  
 J. O. Kidd, 104 Division st . . . . . Receiver  
 B. B. Sheets, 209 Washington st, Magazine Agent



**351. HOME; White Haven, Pa.**

Meets in Odd Fellows' Hall 2d and 4th Sundays.  
 W. J. Hartley . . . . . Master  
 M. J. Costello . . . . . Secretary  
 G. S. Heimbach . . . . . Collector  
 Chas. Prutzman . . . . . Receiver  
 J. N. Deterline . . . . . Magazine Agent

**352. CHAMPLAIN; St. Albans, Vt.**

Meets in Engineer's Hall 3d Sunday and 4th Monday.  
 J. H. Sweeney, 9 Fairfield st. . . . . Master  
 J. W. Murphy, 19 Cedar st. . . . . Secretary  
 Jno. Madden, 177 Main st. . . . . Collector  
 C. P. Kelly, 33 Diamond st. . . . . Receiver  
 H. E. Broadhurst, Box 65 . . . . . Magazine Agent

**353. MARBLE CITY; Rutland, Vt.**

Meets in Pythian Hall, cor. Wales and Centre sts., 1st and 3d Sundays.  
 W. H. Murray, 28 South st. . . . . Master  
 W. R. McQuirk, 96 State st. . . . . Secretary  
 Jno. Corcoran, 57 River st. . . . . Collector  
 F. H. Earle . . . . . Receiver  
 Wm. Connell, 143 West st. . . . . Magazine Agent

**354. HOBOKEN; Hoboken, N. J.**

Meets in Burnett's Hall, 1st and Bloomfield sts., 2d and 4th Saturdays at 8 P. M.  
 Jno. Gademan, 139 Hopkins ave., Jersey City . . . . . Master  
 Chris. Dugan, 165 N. Fifth st., Newark . . . . . Secretary  
 Patrick Ash, South Orange . . . . . Collector  
 Wm. Force, 69 Bloomfield st. . . . . Receiver  
 Jno. Gademan, 139 Hopkins ave., Jersey City, . . . . . Magazine Agent

**355. STONE CITY; Joliet, Ill.**

Meets in B. of L. F. Hall, 222 Jefferson st., 1st Tuesday at 7:30 P. M. and 3d Sunday at 2:30 P. M.  
 Chas. Quinlan, 213 Morgan st. . . . . Master  
 J. P. McFadden, 303 Pleasant st. . . . . Secretary  
 T. B. Smith, 105 St. Louis st. . . . . Collector  
 Jos. Cassidy, 304 Joliet st. . . . . Receiver  
 J. D. Pollard, 108 Collins st. . . . . Magazine Agent

**356. A. R. CAVNER; Lorain, O.**

Meets at Royal Arcanum Hall, Broadway and Bank st., 1st and 3d Sundays.  
 D. C. Martin . . . . . Master  
 M. E. Flynn . . . . . Secretary  
 E. N. Rapstock . . . . . Collector  
 D. C. Martin . . . . . Receiver  
 E. N. Rapstock, 115 W. Main st., Massillon . . . . . Magazine Agent

**357. JUSTICE; Carleton, N. B.**

Meets in Madras School 1st and 3d Sundays.  
 F. W. Henderson, Fairville . . . . . Master  
 E. W. Griffith, Box 53, Fairville . . . . . Secretary  
 W. M. Beattie, West End, St. John . . . . . Collector  
 W. A. Smith, Box 35, Fairville . . . . . Receiver  
 W. S. Beattie, West End, St. John . . . . . Magazine Agent

**358. COOKE; West St. Paul, Minn.**

Meets in B. of L. E. Hall, cor. Colorado and So Wabasha sts., 1st Saturday at 7:45 P. M., 3d Sunday 2 P. M.  
 Jno. Lynch, 246 Dunedin Terrace, St. Paul . . . . . Master  
 T. P. Foley, 88 Augusta st., St. Paul . . . . . Secretary  
 H. A. Penney, 913 Fulton st., Minneapolis . . . . . Collector  
 Jno. Lynch, 246 Dunedin Terrace . . . . . Receiver  
 Michael Griffin, 211 Twelfth ave So Minneapolis . . . . . Magazine Agent

**359. BIG FLINT; Wellington, Kansas.**

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 2 P. M.  
 S. H. Barner . . . . . Master  
 L. M. Landreth . . . . . Secretary  
 J. T. Pryor . . . . . Collector  
 Louis Brinkmier, 204 E. Lincoln ave . . . . . Receiver  
 Harrison Beard . . . . . Magazine Agent

**360. COLD SPRING; Springfield, Ohio.**

Meets in Engineers' and Firemen's Hall, E Main st., 1st and 3d Sundays.  
 F. J. Mills, 268 East st. . . . . Master  
 John J. Reeb, 22 York st. . . . . Secretary  
 T. E. Jones, 209 E High st. . . . . Collector  
 C. D. Patton, 36 Scott st. . . . . Receiver  
 Lang McGhee, 268 East st. . . . . Magazine Agent

**361. TRIED AND TRUE; Washington, Ind.**

Meets in B. of L. E. Hall 1st and 3d Sundays at 2 P. M.  
 W. H. Cunningham . . . . . Master  
 M. B. Wagoner . . . . . Secretary  
 W. H. Cunningham . . . . . Collector  
 M. P. Mooney . . . . . Receiver  
 S. C. Mayes . . . . . Magazine Agent

**362. CATABACT; Suspension Bridge, N. Y.**

Meets in Sons of St. George Hall, cor. Falls and 1st sts., 1st and 3d Thursdays.  
 Chas. Baker, 243 4th st., Niagara Falls . . . . . Master  
 G. H. Lyon, Harvey Hotel, Niagara Falls, . . . . . Secretary  
 E. H. Blinco . . . . . Collector  
 Chas. Baker, 243 4th st., Niagara Falls . . . . . Receiver  
 J. A. Keller . . . . . Mag. Agent

**363. METROPOLITAN; New York, N. Y.**

Meets in Elite Hall, 139 E. 59th st., 2d and 4th Sundays.  
 F. J. Budway, 599 Morris ave . . . . . Master  
 V. Butterfield, 150 Columbus ave . . . . . Secretary  
 M. J. Lynch, Box 481, White Plains . . . . . Collector  
 F. R. Elliott, 682 E. 136th st . . . . . Receiver  
 V. Butterfield, 150 Columbus ave . . . . . Mag. Agent

**364. SOUTHERN STAR; Sanford, Fla.**

Meets in A. O. U. W. Hall, Hotchkiss Block, 1st and 3d Sundays.  
 O. T. Lawson . . . . . Master  
 J. P. Wallace . . . . . Secretary  
 W. T. Brown . . . . . Collector  
 A. J. Harvey . . . . . Receiver  
 W. S. Parker, Box 536, St. Augustine, . . . . . Magazine Agent

**365. VIOLET; Bellows Falls, Vt.**

Meets in G. A. R. Hall 1st and 3d Saturday evenings.  
 F. E. Keach, L. Box 525, Windsor . . . . . Master  
 H. E. Bussey, Box 549 . . . . . Secretary  
 J. L. Keach, L. Box 525 . . . . . Collector  
 F. E. Keach, L. Box 525, Windsor . . . . . Receiver  
 G. A. Hoffman, Box 267, Windsor . . . . . Mag. Agent

**366. OASIS; Ogden, Utah.**

Meets in K. P. Hall every Friday at 1:30 P. M.  
 M. J. Powers, Terrace . . . . . Master  
 M. P. McMillan, Box 372 . . . . . Secretary  
 Sam Walker, Box 372 . . . . . Collector  
 M. J. Powers, Terrace . . . . . Receiver  
 J. W. Scharf, Box 372 . . . . . Magazine Agent

**367. MORGAN CRANE; Somerset, Ky.**

Meets in The Dill Moss Hall, Griffin ave, 1st and 3d Saturday evenings.  
 G. L. Peffer . . . . . Master  
 J. T. Hughes . . . . . Secretary  
 A. E. P. Hammill . . . . . Collector  
 Jos. Elliott, Box 61 . . . . . Receiver  
 L. W. Swearinger, Apison, Tenn . . . . . Mag. Agent

**368. DEEP WATER; Springfield, Mo.**

Meets in K. of P. Hall, College st., every Wednesday at 2 P. M.  
 B. S. Chinn, 453 So Main st. . . . . Master  
 D. H. Diller, 585 W. Pine st. . . . . Secretary  
 David Dingler, 516 Evans st. . . . . Collector  
 F. B. Squires, L. Box 1068 . . . . . Receiver  
 Chas. Kirchgraber, 739 W Walnut st, Mag. Agent

**369. WALNUT VALLEY; El Dorado, Kan.**

Meets in K. P. Hall every Thursday at 2:30 P. M.  
 W. A. Hurtt . . . . . Master  
 J. S. McSpaden, Box 532 . . . . . Secretary  
 W. T. Bray . . . . . Collector  
 E. L. Temple, Box 641 . . . . . Receiver  
 . . . . . Magazine Agent

**370. NEOSHO VALLEY; Council Grove, Kan.**

Meets in A. O. U. W. Hall, 2d and 4th Wednesdays.  
 A. H. Benson . . . . . Master  
 I. S. Tolbert . . . . . Secretary  
 P. S. De Hoff . . . . . Collector  
 Chas. N. Leeman, Box 271 . . . . . Receiver  
 P. S. De Hoff . . . . . Magazine Agent

**371. COVENANT; Nevada, Mo.**

Meets in B. of R. T. Hall, E. Cherry st., 2d and 4th Thursdays at 7:30 P. M.  
 W. L. McBride, 1028 E. Locust st. . . . . Master  
 C. T. Callahan, Hotel Mosier . . . . . Secretary  
 E. H. Schader, 711 E. Lee st. . . . . Collector  
 Squire Innis, 903 N. Commercial st. . . . . Receiver  
 C. T. Callahan, Hotel Mosier . . . . . Magazine Agent

**372. SIGNAL MOUNT; Big Springs, Texas.**

Meets at Union Hall every Saturday at 2 P. M.  
 L. C. Soidan, Box 33 . . . . . Master  
 F. W. Fahrenkamp, Box 33 . . . . . Secretary  
 Antonio Witholder, Box 214 . . . . . Collector  
 W. D. Pettibone, Box 135 . . . . . Receiver  
 C. G. Morris . . . . . Magazine Agent

**373. PAWNEE; Fairbury, Neb.**

Meets in I. O. O. F. Hall 2d and 4th Wednesday evenings.  
 B. L. Wheatley, Box 338 . . . . . Master  
 Frank Fuller, Box 524 . . . . . Secretary  
 H. F. Courtway, Box 172 . . . . . Collector  
 J. D. Neville . . . . . Receiver  
 D. B. Grant . . . . . Magazine Agent

**374. McALLISTER; Herington, Kan.**

Meets in I. O. O. F. Hall, 1st Thursday at 1:30 P. M. and 3d Thursday at 7:30 P. M.  
 Jno. Hodgson, Box 153 . . . . . Master  
 C. G. Sanborn . . . . . Secretary  
 J. S. Monahan . . . . . Collector  
 Jno. Hodgson, Box 153 . . . . . Receiver  
 A. J. Hoatson . . . . . Magazine Agent

**375. FRIENDSHIP; Dayton, Ohio.**

Meets in K. P. Hall 1st and 3d Sundays.  
 N. W. Rose, 106 Horton st . . . . . Master  
 Jno. Stevens, 45 Bell st . . . . . Secretary  
 W. W. St. John . . . . . Collector  
 N. W. Rose, 106 Horton st . . . . . Receiver  
 Jos. McMichael, 90 Eaker st . . . . . Magazine Agent

**376. J. H. KIRK; Horton, Kan.**

Meets in Brotherhood Hall every Monday.  
 J. S. Travis . . . . . Master  
 T. W. Charles . . . . . Secretary  
 Lee Hamilton . . . . . Collector  
 M. E. Clark . . . . . Receiver  
 . . . . . Magazine Agent

**377. NICKEL PLATE, Conneaut, Ohio.**

Meets in Harrington's Hall, cor. State and Chestnut sts, 1st and 3d Tuesday evenings and 2d and 4th Tuesday mornings.  
 J. L. Schreiner, 280 Woodland ave, Cleveland, . . . . . Master  
 F. M. Hubbard . . . . . Secretary  
 C. A. Stockton . . . . . Collector  
 O. F. L. Wilkins, Box 596 . . . . . Receiver  
 T. E. McGinnis . . . . . Magazine Agent

**378. HOLBROOK; Chartiers, Pa.**

Meets in Christian Hall, McKees Rocks, every Sunday at 1 P. M.  
 G. W. Lynch, McKee's Rocks . . . . . Master  
 R. M. Clark, Box 464, McKee's Rocks . . . . . Secretary  
 S. C. Beeson, McKee's Rocks . . . . . Collector  
 C. L. Hinsdale, McKee's Rocks . . . . . Receiver  
 Wm. Dixon, McKee's Rocks . . . . . Magazine Agent

**379. WEAVER; Sayre, Pa.**

Meets in K. of H. Hall 2d and 4th Sundays at 2 P. M.  
 W. E. Preston, 131 Providence st . . . . . Master  
 J. H. Repp, Box 255 . . . . . Secretary  
 F. E. Green . . . . . Collector  
 Johnson Walt, Box 218 . . . . . Receiver  
 Saml. Line, 122 Park Place, Waverly, N. Y. . . . . Magazine Agent

**380. HUB CITY; Aberdeen, South Dakota.**

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.  
 C. A. Spink . . . . . Master  
 J. J. Brownlee . . . . . Secretary  
 Humphrey Davis . . . . . Collector  
 B. F. Slater . . . . . Receiver  
 E. A. Conright, Millbank . . . . . Magazine Agent

**381. J. W. WALKER; Conemaugh, Pa.**

Meets in B. of L. F. Hall, cor. Locust and Trieve sts, 2d and 4th Sundays at 1:30 P. M.  
 B. F. Ashcom . . . . . Master  
 J. W. Walker, Box 15 . . . . . Secretary  
 P. S. Coy . . . . . Collector  
 H. B. Campbell . . . . . Receiver  
 W. F. Stump . . . . . Magazine Agent

**382. BETHESDA; Waukesha, Wis.**

Meets in Engineers' Hall 1st and 3d Sundays.  
 Patrick McNulty, 404 Lincoln st . . . . . Master  
 B. F. Stroud, Box 1331 . . . . . Secretary  
 Wm. Doylen, 204 Arcadian ave . . . . . Collector  
 Chas. Vrooman, Box 1247 . . . . . Receiver  
 Martin Murray, 200 Main st . . . . . Magazine Agent

**383. PETROLEUM; Oil City, Pa.**

Meets in Trax & Kramer's Hall, alternate Sundays.  
 W. D. McGuinn, 335 Washington ave . . . . . Master  
 S. C. Lowrey, 18 Warren st . . . . . Secretary  
 Michael Berry, 114 Clearfield st . . . . . Collector  
 A. G. Sittig, 56 Grove ave . . . . . Receiver  
 J. F. Martin, 339 Washington ave . . . . . Magazine Agent

**384. R. H. WILBUE; Leighton, Pa.**

Meets in Rader's Hall 2d and 4th Sundays 2 P. M.  
 Allen O'Brian . . . . . Master  
 L. O. J. Strauss . . . . . Secretary  
 Alvin Rex . . . . . Collector  
 W. H. Freyman . . . . . Receiver  
 A. T. Henry, Weissport . . . . . Magazine Agent

**385. BOWER CITY; Janesville, Wis.**

Meets in B. of L. E. Hall 2d Sunday at 2:30 P. M. and 4th Wednesday at 7:30 P. M.  
 R. F. Kay, 162 Locust st . . . . . Master  
 J. C. Morris, 353 Centre st . . . . . Secretary  
 J. C. Morris, 353 Centre st . . . . . Collector  
 R. H. Erdman, 407 North st . . . . . Receiver  
 C. E. Dougherty . . . . . Magazine Agent

**386. RAMONA; San Diego, Cal.**

Meets in K. P. Hall 2d and 4th Sundays at 2 P. M.  
 W. C. Etherington, Coronado . . . . . Master  
 T. F. Fitzgerald, Post Master, North San Diego . . . . . Secretary  
 C. K. Stewart, 317 Eleventh st . . . . . Collector  
 R. V. Dodge . . . . . Receiver  
 A. P. Tyler, Coronado . . . . . Magazine Agent

**387. RED ROCK; Schreiber, Ontario.**

Meets in B. of L. F. Hall 1st and 3d Sundays.  
 P. H. Roemley . . . . . Master  
 Jno. Hogg . . . . . Secretary  
 Edw. Sale . . . . . Collector  
 Hugh Gwynne . . . . . Receiver  
 R. J. Craig, C. F. R. R . . . . . Magazine Agent

**388. PHIL. H. SHERIDAN; Milwaukee, Wis.**

Meets at 170 Reed st 1st Sunday at 2:30 P. M. and 3d Sunday at 7:30 P. M.  
 Jos. Ennis, 879 Marshall st . . . . . Master  
 M. E. Hutchison, 312 National ave . . . . . Secretary  
 J. C. Pier, 702 Washington st . . . . . Collector  
 J. C. Pier, 702 Washington st . . . . . Receiver  
 Louis Lecorp, 160 Detroit st . . . . . Magazine Agent

**389. LIVINGSTONE; Chillicothe, Mo.**

Meets in B. of L. F. Hall, east side Public Square, 1st and 3d Sundays.  
 J. N. Maybanks . . . . . Master  
 J. W. Stipp, Box 68 . . . . . Secretary  
 H. W. McKinley . . . . . Collector  
 Virgil Glore . . . . . Receiver  
 W. G. Bryant . . . . . Magazine Agent

**391. NAUVOO; Ft. Madison, Iowa.**

Meets in Headey's Hall every Tuesday evening.  
 Emil Hanneman . . . . . Master  
 Jas. Low, 1906 2d st . . . . . Secretary  
 F. E. Welsner . . . . . Collector  
 S. W. Bowser, 305 Hanover st . . . . . Receiver  
 Jas. Low, 1906 2d st . . . . . Magazine Agent

**392. WEST PENN; Blairsville, Pa.**

Meets in I. O. O. F. Hall 2d and 4th Sundays at 2 P. M.  
 F. M. Bennett . . . . . Master  
 J. D. Davis, Box 20 . . . . . Secretary  
 L. H. Martin, Box 39 . . . . . Collector  
 W. R. Ransom, Cokeville . . . . . Receiver  
 L. H. Martin, Box 39 . . . . . Magazine Agent

**393. BIG SANDY; Lexington, Ky.**

Meets in I. O. O. F. Hall 1st Monday at 7:30 P. M. and 2d Sunday at 2:30 P. M.  
 F. W. Collier, 205 E Main st . . . . . Master  
 T. W. Robertson, 201 E Main st . . . . . Secretary  
 W. J. Burgess, 298 E. High st . . . . . Collector  
 J. A. Wyant, 101 So Limestone st . . . . . Receiver  
 J. B. Cavins, Clay ave . . . . . Magazine Agent

**394. PLEASANT VALLEY; Beatrice, Nebraska.**

Meets in K. of P. Hall, N. Fifth st., every Sunday at 2 P. M.

E. K. Cole, 809 South 6th st. . . . . Master  
F. S. Allen, Davis House . . . . . Secretary  
G. E. Lewis, Pacific House . . . . . Collector  
E. K. Cole, 809 South 6th st. . . . . Receiver  
Wm. Millar, L. Box 1045 . . . . . Magazine Agent

**395. MILLARD FOSTER; Shorey, Kan.**

Meets every Tuesday at 7:30 P. M.

J. T. Cuff, 1312 Topoka ave, N. Topeka . . . Master  
Thos. Quinn, Box 27 . . . . . Secretary  
Henry Tamblin, Box 27 . . . . . Collector  
H. H. Brown, Box 27 . . . . . Receiver  
D. J. Tamblin, Box 27 . . . . . Magazine Agent

**396. TIP TOP; Goodland, Kansas.**

Meets in B of L F. Hall every Monday at 7:30 P. M.

J. D. Farrell . . . . . Master  
J. R. Morris, L. Box 46 . . . . . Secretary  
J. R. Morris, L. Box 46 . . . . . Collector  
Welcome Sims . . . . . Receiver  
Wm. Swearingen . . . . . Magazine Agent

**397. LONG DIVISION; Holsington, Kansas.**

Meets in School House, 1st and 3d Wednesdays, at 2 P. M.

J. B. McCauley . . . . . Master  
I. F. Vaughan . . . . . Secretary  
J. M. Gladall, Horace . . . . . Collector  
G. W. Brisby . . . . . Receiver  
P. U. Day . . . . . Magazine Agent

**398. CONSTANT; Olean, N. Y.**

Meets in K. O. T. M. Hall alternate Sundays.

S. A. Adsit, 87 11th st. . . . . Master  
J. W. Cook, Box 1048 . . . . . Secretary  
J. F. Johnson, 192 Sixth st. . . . . Collector  
J. W. Cook, Box 1048 . . . . . Receiver  
W. H. Jaquett, 16 Whitney ave, Magazine Agent

**399. CRESCENT CITY; New Orleans, La.**

Meets in Teutonia Hall, 2d and 4th Thursdays.

J. M. Gordon, 505 Chartres st. . . . . Master  
W. A. O'Donnell, 164 Laurel st. . . . . Secretary  
B. J. Meyer, 168 Clara st. . . . . Collector  
J. S. Brasill, 369 Poydras st. . . . . Receiver  
G. H. Meyer, 168 Clara st. . . . . Magazine Agent

**400. MARIAS DES CYGNE; Osawatimie, Kan.**

Meets in Firemen's Hall every Friday at 7:30 P. M.

E. B. Dorman . . . . . Master  
C. W. Cook . . . . . Secretary  
E. B. Dorman . . . . . Collector  
Jno. Sims . . . . . Receiver  
H. L. Voorhees . . . . . Magazine Agent

**401. ITASCA; Two Harbors, Minn.**

Meets in I. O. O. F. Hall, 2d and 4th Sundays.

Martin Muth . . . . . Master  
Paul Tingerthal . . . . . Secretary  
J. K. Shea . . . . . Collector  
Paul Tingerthal . . . . . Receiver  
G. M. Banfield . . . . . Magazine Agent

**402. WATER LILY; Water Valley, Minn.**

Meets in Odd Fellows' Hall, 1st and 3d Thursdays.

J. E. Myers . . . . . Master  
J. L. Kirby . . . . . Secretary  
C. H. David . . . . . Collector  
J. G. Brown . . . . . Receiver  
C. H. David . . . . . Magazine Agent

**403. ELIZABETH; Portsmouth, Va.**

Meets in Pythian Hall 2d and 4th Sundays.

E. B. Smith, 1307 Washington st. . . . . Master  
A. W. Locke, 321 Washington st. . . . . Secretary  
C. E. Burroughs, 1126 Eflingham st. . . . . Collector  
E. B. Smith, 1307 Washington st. . . . . Receiver  
P. E. Whitehurst, 25 Dinwiddie st. . . . . Magazine Agent

**404. GRAVITY; Duhamore, Pa.**

Meets in Swartz Hall, 2d and 4th Sundays.

J. W. Stuart . . . . . Master  
E. E. Collins . . . . . Secretary  
W. M. Brundage . . . . . Collector  
D. G. Wescott . . . . . Receiver  
C. E. Collins . . . . . Magazine Agent

**405. VANDALIA; Effingham, Ill.**

Meets in K. of H. Hall 2d and 4th Sundays.

W. H. Crise, Box 251 . . . . . Master  
Jacob Schmitt, Box 301 . . . . . Secretary  
W. H. Crise, Box 251 . . . . . Collector  
August Underiner, Box 251 . . . . . Receiver  
Jacob Schmitt, Box 301 . . . . . Magazine Agent

**406. THANKSGIVING; Foxburg, Pa.**

Meets in Odd Fellows Hall, 2d and 4th Sundays at 6:30 P. M.

W. F. Keefer . . . . . Master  
G. H. McCleery . . . . . Secretary  
Harry Roughton . . . . . Collector  
W. F. Keefer . . . . . Receiver  
J. D. Healy . . . . . Magazine Agent

**407. PUGET SOUND; Seattle, Wash.**

Meets in Masonic Temple 1st and 3d Sundays at 8 P. M.

J. H. Gilluly, C. & P. S. shops . . . . . Master  
Wm. Clausen, C. & P. S. shops . . . . . Secretary  
F. K. Shipley, C. & P. S. shops . . . . . Collector  
J. H. Gilluly, C. & P. S. shops . . . . . Receiver  
A. W. Forbes, C. & P. S. Shops . . . . . Mag. Agent

**408. CRYSTAL; Jacksonville, Ill.**

Meets in S. F. Ph., alternate Sundays.

Fred Zeppenfeld, Beesley ave . . . . . Master  
F. L. Hairgrove, 1302 S. Main st. . . . . Secretary  
J. F. Brown, 972 Rountt st. . . . . Collector  
Fred Zeppenfeld, Beesley ave . . . . . Receiver  
Wm. Norman, 724 N. East st. . . . . Magazine Agent

**409. AIE LINE; Huntingburg, Ind.**

Meets in K. P. Hall 2d and 4th Sundays at 2 P. M.

J. W. Hilliard . . . . . Master  
G. L. Steid . . . . . Secretary  
J. E. Cox . . . . . Collector  
Otto Graetz . . . . . Receiver  
J. G. Meinker . . . . . Magazine Agent

**410. HERBERT P. LITTLEJOHN; Fitchburg, Mass.**

Meets in G. A. R. Hall 2d and 4th Sundays at 11 A. M.

E. W. Rogers, 54 Day st. . . . . Master  
W. A. Clements, 33 Purl st, Charles-  
town . . . . . Secretary  
E. C. Mahogany, 16 Myrtle st. . . . . Collector  
J. L. Powers, F. R. R. r'nd house . . . . . Receiver  
E. E. Grant, 32 Summer st. . . . . Magazine Agent

**411. WOLVERINE; Marshall, Mich.**

Meets in G. A. R. Hall, cor. Madison and State sts, 2d and 4th Sundays.

W. H. Bourke, Box 615 . . . . . Master  
F. W. Smith . . . . . Secretary  
J. P. Mahoney . . . . . Collector  
F. W. Smith . . . . . Receiver  
J. A. Link . . . . . Magazine Agent

**412. MT. BAKER; Ellensburg, Wash.**

Meets in G. A. R. Hall, Cor. 4th and Pearl sts., every Friday at 2:30 P. M.

Hugh McCabe, Box 308 . . . . . Master  
J. A. Patchett . . . . . Secretary  
J. P. Clymer . . . . . Collector  
C. L. Watson . . . . . Receiver  
J. E. Minner . . . . . Magazine Agent

**413. TWO REPUBLICS; San Luis Potosi, Mexico.**

Meets in Firemen's Hall, Lalle Morales, 1st and 3d Sundays at 7 P. M.

Dan Nolan, Box 71 . . . . . Master  
C. H. Riggs, Box 71 . . . . . Secretary  
Jno. Quinn, Box 71 . . . . . Collector  
Jno. Wrote, Box 71 . . . . . Receiver  
Louis Kuntcher, Box 71 . . . . . Magazine Agent

**414. ADAMANT; St. Louis, Mo.**

Meets in Masonic Hall, cor Chouteau ave. and Manchester Road, 1st and 3d Mondays at 2 P. M.

J. W. Donahoe, 423 So Ewing ave . . . . . Master  
J. W. Keatley, 4205 Norfolk ave . . . . . Secretary  
Geo. Blaich, 1315 Old Manchester Road, Collector  
E. W. Keatley, 4205 Norfolk ave . . . . . Receiver  
Gustave Stoll, 1315 Old Manchester Road . . . . . Magazine Agent

**415. MAYFLOWER; Louisville, Ky.**

Meets in Market Hall, Shelby st., bet Market and Jefferson sts., every Wednesday at 2 P. M.

A. G. Waterman, 1017 E Jefferson st . . . . . Master  
E. A. Schmidt, 605 E Green st . . . . . Secretary  
G. P. Enochs, 116 11th st . . . . . Collector  
E. A. Schmidt, 605 E Green st . . . . . Receiver  
B. W. Blue, 1030 Washington st, Magazine Agent

**416. RADIANT; Mahoningtown, Pa.**

Meets in Smith's Hall 1st Sunday and 3d Tuesday.

J. W. Yates . . . . . Master  
D. E. Myers . . . . . Secretary  
E. H. Grace . . . . . Collector  
E. H. Grace . . . . . Receiver  
J. T. Ayers . . . . . Magazine Agent

**417. DIAMOND; Champaign, Ill.**

Meets in Kuhn's Hall, 45 Main st, 1st and 3d Mondays.  
 T. E. Lynch . . . . . Master  
 F. C. Sabin, 301 W. Clark st . . . . . Secretary  
 C. L. Walters . . . . . Collector  
 E. C. Sabin, 405 W. Clark st . . . . . Receiver  
 W. G. Tucker, 15 Eureka st . . . . . Magazine Agent

**418. BALD EAGLE; Jersey Shore, Pa.**

Meets in Engineer's Hall, cor. Allegheny and Wiley sts., 2d and 4th Sundays at 1:30 P. M.  
 Almer Shangan . . . . . Master  
 F. H. Heinbach . . . . . Secretary  
 F. S. Sallada . . . . . Collector  
 D. E. Messner . . . . . Receiver  
 C. H. Wyant . . . . . Magazine Agent

**419. STEPTOE BUTTE; Tekoa, Wash.**

Meets in Warner's Hall every Tuesday at 7:30 P. M.  
 W. H. Rudolph, Box 56 . . . . . Master  
 C. A. Panton, Box 56 . . . . . Secretary  
 W. F. Corcoran, Box 64 . . . . . Collector  
 C. A. Panton, Box 56 . . . . . Receiver  
 W. F. Potts . . . . . Magazine Agent

**420. ANS ARBOR; Owosso, Mich.**

Meets in Richardson's Hall 2d and 4th Sundays.  
 Wm. Elliott, 312 Green st . . . . . Master  
 J. D. Poillard, 421 E Exchange st . . . . . Secretary  
 Vincent Bailey, 430 Comstock st . . . . . Collector  
 F. E. Harrington, 403 Michigan ave . . . . . Receiver  
 J. F. Hux, 211 Cass st . . . . . Magazine Agent

**421. WINDSOR; Windsor, Ont.**

Meets in A. O. F. Hall 1st and 3d Wednesdays.  
 J. A. Finnie, G. T. R. . . . . Master  
 W. D. Atherton, G. T. R. . . . . Secretary  
 Thos. Howe, G. T. R. . . . . Collector  
 H. G. Eisey, G. T. R. . . . . Receiver  
 M. J. King, G. T. R. . . . . Magazine Agent

**422. LAKE VIEW; Ashtabula Harbor, Ohio.**

Meets in E. A. U. Hall 1st and 3d Sundays at 1:30 P. M.  
 Fred Brown, Box 854 . . . . . Master  
 G. J. Dunn, Box 564 . . . . . Secretary  
 W. B. Porter, Box 434 . . . . . Collector  
 T. A. Kagy, Box 407 . . . . . Receiver  
 . . . . . Magazine Agent

**423. MOUNT HELENA; Helena, Mont.**

Meets in A. O. U. W. Hall, cor. Main and Broadway, 1st and 3d Fridays.  
 J. H. Daily . . . . . Master  
 J. J. Grant, 1518 Phoenix ave . . . . . Secretary  
 W. L. Minnerly, 1604 Phoenix ave . . . . . Collector  
 F. W. Lenzie, 1419 Boulder ave . . . . . Receiver  
 A. E. Lynes, 1614 Walnut st . . . . . Magazine Agent

**424. FLEETWOOD; Corvinton, Ky.**

Meets in Odd Fellows' Hall, cor. 5th and Madison sts., 2d and 4th Sundays.  
 W. W. Brewer, 100 W 15th st . . . . . Master  
 Claude Pelter, 1305 Russell st . . . . . Secretary  
 Matthew Monahan . . . . . Collector  
 J. C. Green, 1221 Russell st . . . . . Receiver  
 A. C. Kinzer, 1428 Russell st . . . . . Magazine Agent

**425. PETER BURNS; East Nashville, Tenn.**

Meets in Cherokee Hall, cor. Third and Foster sts, Nashville, every Tuesday at 9 A. M.  
 T. M. Bledsoe, 205 Berry st . . . . . Master  
 A. J. Howard, 232 Foster st . . . . . Secretary  
 W. S. Harlow, 215 Sycamore st . . . . . Collector  
 J. W. Bonham, 1122 So College st . . . . . Receiver  
 Jas. Griffith, 222 Foster st., Nashville . . . . . Magazine Agent

**426. TOMBIGBEE; Columbus, Miss.**

Meets in K. P. Hall, Morgan Building, 1st and 3d Thursdays and 2d and 4th Mondays.  
 G. W. Caroun . . . . . Master  
 Torry McCulloch . . . . . Secretary  
 Jos. Kanatser . . . . . Collector  
 E. C. McClanahan . . . . . Receiver  
 G. L. Jones . . . . . Magazine Agent

**427. CONGARKEE; Columbia, S. C.**

Meets in K. P. Hall every Sunday at 1:30 P. M.  
 M. J. Boling, 107 Plain st . . . . . Master  
 W. S. Petner, 41 Richland st . . . . . Secretary  
 . . . . . Collector  
 J. D. Tuck, 209 Richland st . . . . . Receiver  
 D. A. Dillard, 119 Wynn st . . . . . Magazine Agent

**428. CHEROKEE; Van Buren, Ark.**

Meets in A. O. U. W. Hall 2d and 4th Tuesdays.  
 F. L. Dillon . . . . . Master  
 P. C. White . . . . . Secretary  
 F. S. Johnson . . . . . Collector  
 Richard Hennessey . . . . . Receiver  
 J. L. Hutchison . . . . . Magazine Agent

**429. MOUNT PLEASANT; Chicago, Ill.**

Meets in Baker's Hall, cor. Hart and Archer aves., 1st Sunday evening and 3d Sunday afternoon.  
 Hamilton Holmes, 2983 Lyman st . . . . . Master  
 Jas. O'Donnell, 1916 38th st . . . . . Secretary  
 Jos. Smith, 3248 Paulina st . . . . . Collector  
 Daniel Canney, 3029 Pitney ave . . . . . Receiver  
 Jas. O'Donnell, 1916 38th st . . . . . Magazine Agent

**430. WINCHESTER; Martinsburg, W. Va.**

Meets in K. P. Hall every Wednesday at P. M.  
 Wm. Blodeau . . . . . Master  
 C. M. Gray, Box 167 . . . . . Secretary  
 W. F. Eberle . . . . . Collector  
 Chas. Pennell . . . . . Receiver  
 C. M. Gray, Box 167 . . . . . Magazine Agent

**431. MUSKOGON VALLEY; Muskegon, Mich.**

Meets in Odd Fellows' Hall, cor. Clay and Terrace sts, 1st and 3d Sundays.  
 W. D. Ryan, T. S. & M. R. R. . . . . Master  
 W. A. Lincoln, C. & W. M. Upper Depot, Secretary  
 F. J. Hayward, 49 Prospect st . . . . . Collector  
 W. A. Lincoln, C. & W. M. Upper Depot, Receiver  
 . . . . . Magazine Agent

**432. PATAPSCO; Baltimore, Md.**

Meets in Mechanic's Exchange Hall, 2nd floor, 2 E. Fort ave, cor. Charles st, 1st and 3d Sundays at 2 P. M.  
 F. E. Cassell, 1743 Hanover st . . . . . Master  
 D. W. Eiker, 1734 So Hanover st . . . . . Secretary  
 R. C. Norman, 1261 Riverside ave . . . . . Collector  
 B. M. Stone, 1523 William st . . . . . Receiver  
 R. C. Norman, 1261 Riverside ave . . . . . Mag. Agent

**433. ENGLEWOOD; Chicago, Ill.**

Meets in Kerwin's Hall, Wentworth ave and 55th st., 1st Sunday afternoon and 3d Sunday evening.  
 C. Cuykendall, 5636 Atlantic st . . . . . Master  
 Nicholas Simon, 5407 Shields ave . . . . . Secretary  
 J. C. Simons, 5650 Atlantic st . . . . . Collector  
 Chas. Naylor, 5606 Wentworth ave . . . . . Receiver  
 Nicholas Simon, 5407 Shields ave . . . . . Magazine Agent

**434. WILLOW GROVE; Bennett, Pa.**

Meets in Mechanic's Hall 1st and 3d Thursday evening.  
 A. N. Foulis . . . . . Master  
 C. O. Sprague . . . . . Secretary  
 J. F. Kearney . . . . . Collector  
 F. E. Woodford . . . . . Receiver  
 Jas. Gannon, 109 Lacoek st, Allegheny . . . . . Magazine Agent

**435. NOTTOWAY; Crewe, Va.**

Meets in Masonic Hall 2d and 4th Sundays at 2 P. M.  
 L. D. Ashworth . . . . . Master  
 G. H. Long . . . . . Secretary  
 J. B. Neale . . . . . Collector  
 G. H. Long . . . . . Receiver  
 W. A. Clayton . . . . . Magazine Agent

**436. JAMES I. WATT; McComb City, Miss.**

Meets in Masonic Hall every Tuesday.  
 J. P. Campbell . . . . . Master  
 J. P. Campbell . . . . . Secretary  
 J. P. Campbell . . . . . Collector  
 . . . . . Receiver  
 W. H. Wood . . . . . Magazine Agent

**437. EMERALD; Leavenworth, Kan.**

Meets in K. P. Hall, cor. 4th and Delaware sts., 2d and 4th Sundays.  
 Jas. McNeerney, 621 Potawanie st . . . . . Master  
 Chas. Curnin, 720 Kiowa st . . . . . Secretary  
 Thos. Cronin, 718 Kiowa . . . . . Collector  
 E. E. Dustin, 602 So Espanade st . . . . . Receiver  
 E. E. Dustin, 602 So Espanade st, Magazine Agent

**438. COMFORT; Cheyenne, Wyo.**

Meets in Engineers' Hall every Friday evening.  
 J. K. Baldwin, 200 E. 20th st . . . . . Master  
 J. C. Williams, 307 E 16th st . . . . . Secretary  
 H. F. Zinn, 307 E. 16th st . . . . . Collector  
 Jno. Ulrich, cor. 9th and Warren ave . . . . . Receiver  
 . . . . . Magazine Agent

- 439. APACHE CANON; Las Vegas, New Mexico.**  
Meets in K. P. Hall every Saturday at 7:30 P. M.  
L. L. Warren, E. Las Vegas . . . . . Master  
C. U. E. Pierson, E. Las Vegas . . . . . Secretary  
Edward Sears, E. Las Vegas . . . . . Collector  
Richard Jacquemin, E. Las Vegas . . . . . Receiver  
D. J. Jacquemin, E. Las Vegas . . . . . Magazine Agent
- 440. CHERISH; Monett, Mo.**  
Meets in Masonic Hall, cor. B. W. and Third st,  
every Saturday at 7:30 P. M.  
Chris. Benz . . . . . Master  
J. D. Heyburn . . . . . Secretary  
Thos. Mansfield . . . . . Collector  
W. H. Smith, Box 60 . . . . . Receiver  
W. H. Smith, Box 60 . . . . . Magazine Agent
- 441. MIAMI; Cincinnati, Ohio.**  
Meets in G. A. R. Hall, Pendleton, Eastern ave  
and Rigley st, 1st and 3d Sundays at 2 P. M.  
A. E. Merrill, 1195 Eastern ave. . . . . Master  
W. J. Breunen, 1143 Eastern ave. . . . . Secretary  
W. J. Breunen, 1143 Eastern ave. . . . . Collector  
A. E. Merrill, 1195 Eastern ave. . . . . Receiver  
Mike Carroll, Loveland . . . . . Magazine Agent
- 442. BARRIE BAY; Allandale, Ontario.**  
Meets in Firemen's Hall 1st and 3d Sundays.  
Jno. Logue, Box 4 . . . . . Master  
W. J. Church, Box 114 . . . . . Secretary  
T. C. Bradford, Box 76 . . . . . Collector  
W. C. Curtis, cor. Victoria and Allan sts.  
Barrie . . . . . Receiver  
Lemuel Little . . . . . Magazine Agent
- 443. VIRGINIA; Danville, Va.**  
Meets in Odd Fellows' Hall, 514 Main st, 2d and  
4th Mondays at 1:30 P. M.  
G. B. Wagner, Norwood, N. C. . . . . Master  
R. L. Pierce, 322 Franklin st., North Dan-  
ville . . . . . Secretary  
A. E. Bost, North Danville . . . . . Collector  
R. L. Pierce, 322 Franklin st., North Dan-  
ville . . . . . Receiver  
A. E. Bost, Box 84, North Danville . . . . . Mag. Agent
- 444. MISSION RIDGE; Knoxville, Tenn.**  
Meets in K. of P. Hall every Monday at 2:30 P. M.  
C. W. Pry, 703 Richard st . . . . . Master  
J. L. Bailey, 415 Richard st . . . . . Secretary  
Tim O'Connor, 167 W. Clinch st . . . . . Collector  
Richard H. Hart, Box 422 . . . . . Receiver  
H. Musselwhite, Saltville, Va . . . . . Mag. Agent
- 445. MOUNTAIN GEM; Glenn's Ferry, Idaho.**  
Meets in N. Schroder's Hall, every Tuesday at  
7:30 P. M.  
Edward Coady . . . . . Master  
Alfred Opitz, L. Box 152 . . . . . Secretary  
Jno. Kiehm . . . . . Collector  
R. J. Walsh . . . . . Receiver  
Jno. Manning . . . . . Magazine Agent
- 446. BLUESTONE; Bluefield, W. Va.**  
Meets in Prinses Hall, 2d and 4th Sundays at  
2:30 P. M.  
T. F. Weaver . . . . . Master  
W. G. Hein, Box 112 . . . . . Secretary  
W. J. Thomas . . . . . Collector  
R. T. Christian, Box 250 . . . . . Receiver  
D. L. Tickle . . . . . Magazine Agent
- 447. FRENCH BROAD; Asheville, N. C.**  
Meets in B. of L. F. Hall 2d and 4th Sundays at  
10:30 A. M.  
W. H. Mayo, Box 228 . . . . . Master  
J. A. Fulmer, Box 228 . . . . . Secretary  
J. L. Bishop, Box 228 . . . . . Collector  
J. A. Fulmer, Box 228 . . . . . Receiver  
H. H. Sullivan, Box 228 . . . . . Magazine Agent
- 448. ALTAMONT; Keyser, W. Va.**  
Meets in Good Templars' Hall 1st and 3d Mon-  
days.  
B. L. McGinnis . . . . . Master  
Porter Kinney . . . . . Secretary  
J. J. Carney . . . . . Collector  
J. W. Kildow, Piedmont . . . . . Receiver  
W. J. White . . . . . Magazine Agent
- 449. NOLAN RIVER; Cleburne, Texas.**  
Meets in B. of L. F. Hall every Tuesday evening.  
T. G. Beeme . . . . . Master  
A. L. Whitenack, Box 270 . . . . . Secretary  
M. C. Anthony . . . . . Collector  
A. L. Whitenack, Box 270 . . . . . Receiver  
C. M. Parnell . . . . . Magazine Agent
- 450. CLEVELAND; Cleveland, Ohio.**  
Meets in Fraternity Hall, cor. Lorain and Pearl  
sts., 2d Saturday and 4th Sunday at 2:30 P. M.  
C. A. Flood, 76 Erim ave . . . . . Master  
E. L. Banks, 483 Pearl st . . . . . Secretary  
C. R. Kunkel, 175 Abbey st . . . . . Collector  
Thos. Walsh, 170 University st . . . . . Receiver  
Chas. Mauer, 391 Waverly ave . . . . . Magazine Agent
- 451. BOIS d'ARC; Bonham, Texas.**  
Meets in I. O. O. F. Hall 1st and 3d Fridays at 8  
P. M.  
H. D. Barnes . . . . . Master  
T. L. Cox . . . . . Secretary  
Lloyd Cooper . . . . . Collector  
T. L. Cox . . . . . Receiver  
H. E. Collett . . . . . Magazine Agent
- 452. WM. BEAZLEY; Parkersburg, W. Va.**  
Meets in K. of P. Hall, Fourth st, 2d and 4th  
Sundays at 8 P. M.  
N. F. Bishop, 1327 Spring st . . . . . Master  
U. S. Cariens, 601 13th st . . . . . Secretary  
Jas. F. McLaughlin, care Ohio River R. R.  
shops . . . . . Collector  
W. E. Scrogins, 128 8th st . . . . . Receiver  
Wm. S. Cariens, 601 13th st . . . . . Magazine Agent
- 453. RADFORD; Radford, Va.**  
Meets in Masonic Hall, East Radford, 2d and 4th  
Sundays.  
M. P. Corvin, L. Box 463, East Radford . . . . . Master  
B. E. Waid, L. Box 475, East Radford . . . . . Secretary  
W. E. Marion, East Radford . . . . . Collector  
S. F. Allen, East Radford . . . . . Receiver  
J. F. Blackard, Box 127, East Radford . . . . . Magazine Agent
- 454. MOUNTAIN PARK; Ashley, Pa.**  
Meets in Metz's Hall, Main St., 2d and 4th Sun-  
days at 2 P. M.  
J. W. Richards . . . . . Master  
W. H. Dennis . . . . . Secretary  
Robt. Dunlap . . . . . Collector  
J. C. Ruhf, Box 147 . . . . . Receiver  
Elmer Butz . . . . . Magazine Agent
- 455. JOHN BRANDT; Roseburgh, Ore.**  
Meets in A. O. U. W. Hall 2d Tuesdays and 4th  
Wednesdays at 2 P. M.  
G. R. Happersett . . . . . Master  
W. E. Everton, Box 526 . . . . . Secretary  
E. L. Gray . . . . . Collector  
C. C. London, L. Box 107 . . . . . Receiver  
B. W. Riggs, Grant's Pass . . . . . Magazine Agent
- 456. SUN RIVER; Great Falls, Mont.**  
Meets in Minot Hall, cor. Central ave and 2d st,  
2d and 4th Sundays at 7:30 P. M.  
C. E. Smith, Box 172 . . . . . Master  
W. G. Locher, Box 630 . . . . . Secretary  
M. J. O'Reilly . . . . . Collector  
Chas. Peck . . . . . Receiver  
Charles Weller . . . . . Magazine Agent
- 457. MECKLENBERG; Charlotte, N. C.**  
Meets in Odd Fellows' Hall every Sunday at 9 A. M.  
J. E. Smith, 11 W 5th st . . . . . Master  
J. C. Lanyoex, 901 Grayham st . . . . . Secretary  
J. E. Curlee, 404 W Pine st . . . . . Collector  
C. A. Sigman, 510 W. 7th st . . . . . Receiver  
Wm. Garraway, 501 N Smith st . . . . . Magazine Agent
- 458. MACKINAW; Van Wert, Ohio.**  
Meets in Union Hall, cor. Main and Washington  
sts., 2nd and 4th Sundays.  
W. H. Moss, L. Box 21 . . . . . Master  
Bert Potter, Box 396 . . . . . Secretary  
T. E. Cooney . . . . . Collector  
W. H. Moss, L. Box 21 . . . . . Receiver  
Jas. Steele . . . . . Magazine Agent
- 459. GRACE; Anderson Ind.**  
Meets in Myers' Hall 1st and 3d Sundays.  
Annis Little, 168 W 6th st . . . . . Master  
J. A. Helping, 168 W. 6th st . . . . . Secretary  
J. A. Helping, 168 W. 6th st . . . . . Collector  
F. D. Patterson, 166 W. 7th st . . . . . Receiver  
Geo. Barnwell, 168 W. 6th st . . . . . Magazine Agent
- 460. HILL CITY; Vicksburg, Miss.**  
Meets in K. P. Hall, over Vicksburg Bank, 1st  
and 3d Saturdays at 7:30 P. M., and 2d and 4th  
Saturdays at 8:30 A. M.  
J. W. Blackburn, 929 Mulberry st . . . . . Master  
Irwin Calkins, 1107 Washington st . . . . . Secretary  
J. E. Lees, 602 Water st . . . . . Collector  
J. W. Blackburn, 929 Mulberry st . . . . . Receiver  
W. D. McKean, 809 Pearl st . . . . . Magazine Agent
- 461. MANCHESTER; Marcelline, Mo.**  
Meets in B. of L. F. Hall alternate Sundays at  
P. M.  
E. A. Dano . . . . . Master  
J. B. Piper, Box 111 . . . . . Secretary  
Wm. Gray . . . . . Collector  
A. D. Young . . . . . Receiver  
Owen Crawford . . . . . Magazine Agent

**462. LAKE CITY; Erie, Pa.**

Meets in Metcalf's Hall, State st. bet. 7th and 8th  
1st and 3d Sundays at P. M.  
W. A. McClain, 234 W 23d st. . . . . Master  
E. E. Randall, 19th and Walnut sts. . . . . Secretary  
S. E. Northup, 9 W 12th st. . . . . Collector  
E. A. Shuttis, 147 W 20th st. . . . . Receiver  
E. E. Randall, 19th and Walnut sts. . . . . Magazine Agent

**463. ELMIRA; Elmira, N. Y.**

Meets on 3d floor, 124 So. Main st., 2d and 4th  
Sundays at 4:30 P. M.  
O. W. La Creque, 323 South ave. . . . . Master  
C. A. Washburne, 706 Spaulding st. . . . . Secretary  
F. E. Weldner, 465 Franklin st. . . . . Collector  
C. H. Leonard, 511 Perine st. . . . . Receiver  
P. P. Davies, 510 Penna ave. . . . . Magazine Agent

**464. WHEAT CITY; Brandon, Manitoba.**

Meets in Orange Hall 1st Tuesday and 3d Wednesday.  
J. C. Messenger . . . . . Master  
Wm. Glenn . . . . . Secretary  
J. G. Weatherstone, Box 415 . . . . . Collector  
D. E. Crawford, Box 45 . . . . . Receiver  
Arthur Johnston, Box 44 . . . . . Magazine Agent

**465. ORMSBY; Pittsburg, South Side, Pa.**

Meets in Weber's Hall, cor. 27th and Sarah sts.,  
1st and 3d Sundays.  
A. M. Harvey, Sierra st, 27th Ward . . . . . Master  
H. K. Smith, 2827 Sarah st. . . . . Secretary  
G. M. Ott, 2723 Cobben st. . . . . Collector  
Fred Bugel, 3013 Mary st. . . . . Magazine Agent

**466. ORPHANS' HOPE; Denison, Ohio.**

Meets in American Mechanic's Hall 1st and 3d  
Monday evenings and 4th Sunday afternoons.  
Edw. Englehard, Box 66 . . . . . Master  
Chas. Johns, Box 417 . . . . . Secretary  
G. A. Wickett . . . . . Collector  
W. T. Wright, Box 108 . . . . . Receiver  
Chas. Johns, Box 417 . . . . . Magazine Agent

**467. WESLEY CRAIG; Corning, O.**

Meets in K. P. Hall 2d and 4th Sundays.  
F. E. Lamb . . . . . Master  
E. F. Lamb . . . . . Secretary  
Fabe Cody . . . . . Collector  
D. E. Davis . . . . . Receiver  
J. E. Pace . . . . . Magazine Agent

**468. OTARIO; London, Ontario.**

Meets in I. O. O. F. Hall, cor. English and Dun-  
das sts, 1st and 3d Sundays at 2 P. M.  
Geo. Gourlay, Box 38, London, East. . . . . Master  
L. G. Robbin, 701 Princess ave, London, E. Secretary  
Russell Follis, 468 Dundas st. . . . . Collector  
J. H. Hubert, Box 38, London East. . . . . Receiver  
J. T. Cochrane, Box 38, London East, Mag. Agent

**469. HOUNT KATAHDIN; Henderson, Me.**

Meets in B. of L. F. Hall 2d Sunday and 4th  
Monday.  
G. S. Allen, Box 215 . . . . . Master  
Alex. Devine, Box 41 . . . . . Secretary  
E. M. Cooney . . . . . Collector  
Jno. Bailey . . . . . Receiver  
O. W. Manuel, Box 132 . . . . . Magazine Agent

**470. JOHN A. LOGAN; Murphysboro, Ill.**

Meets in Bodaker Hall 1st and 3d Sundays, at  
2:30 P. M.  
M. J. Mulcahy, Box 308 . . . . . Master  
W. F. Snider, Box 406 . . . . . Secretary  
W. R. Childers . . . . . Collector  
R. H. Drew, Box 35 . . . . . Receiver  
J. J. Norris, Box 381 . . . . . Magazine Agent

**471. INTERNATIONAL; Ft. Erie, Ont.**

Meets in Odd Fellows' Hall, International  
Bridge, 1st and 4th Sundays at 2 P. M.  
R. G. Gordon, Amigari . . . . . Master  
Alex. McIntyre, Amigari . . . . . Secretary  
Geo. Mettler, Amigari . . . . . Collector  
W. G. Bown, Amigari . . . . . Receiver  
Jas. Streets, Amigari . . . . . Magazine Agent

**472. JOHN J. MANNING; Buffalo, N. Y.**

Meets in Orient Hall, corner Lovejoy and North  
Ogden sts.  
E. W. Weisbeck, 302 N. Division st, East  
Buffalo . . . . . Master  
P. C. Keebler, 1008 Lovejoy st. . . . . Secretary  
J. W. Loring, 120 N. Ogden st. . . . . Collector  
E. W. Weisbeck, 302 N. Division st, East,  
Buffalo . . . . . Receiver  
T. J. Reardon, 95 Fitzgerald st. Magazine Agent

**473. MAUMEE; Air Line Junction, Ohio.**

Meets in K. P. Hall 1st and 3d Mondays and 2d  
and 4th Sundays.  
J. L. Smith . . . . . Master  
A. C. Towne, Box 78 . . . . . Secretary  
R. L. Richards . . . . . Collector  
G. E. Phelps . . . . . Receiver  
A. B. Woodman . . . . . Magazine Agent

**474. TAUNTON; Taunton, Mass.**

Meets in Good Templar's Hall 2d and 4th Mon-  
day evenings.  
J. T. Bishop, 104 School st. . . . . Master  
E. B. Mitchell, 39 Porter st. . . . . Secretary  
Fred. Aufford, 87 Winthrop st. . . . . Collector  
E. B. Mitchell, 39 Porter st. . . . . Receiver  
C. O. Edwards, 73 Floral st. . . . . Magazine Agent

**475. JAMES LEAHY; Grand Junction, Colo.**

Meets in I. O. O. F. Hall every Tuesday at 8 P. M.  
C. F. Schrader . . . . . Master  
O. H. Kearns . . . . . Secretary  
W. M. Reister . . . . . Collector  
E. A. Bliss, Box 393 . . . . . Receiver  
J. F. Kelm . . . . . Magazine Agent

**476. W. J. WARD; Woodstock, N. B.**

Meets in K. P. Hall, King st, 2d Friday and 4th  
Saturday at 7:30 P. M.  
C. J. Tabor, Box 238 . . . . . Master  
W. H. Parker . . . . . Secretary  
I. E. Richardson, St. Stephens . . . . . Collector  
Zebedee Gabel, Gibson . . . . . Receiver  
Fred Purton, Vanceboro, Me. Magazine Agent

**477. GLENWOOD; Kemova, W. Va.**

C. M. Thornburg, Huntington . . . . . Master  
A. R. Doldridge . . . . . Secretary  
S. L. Cryer . . . . . Collector  
A. R. Doldridge . . . . . Receiver  
C. J. Lindner . . . . . Magazine Agent

**478. NARRAGANSETT; Providence, R. I.**

Meets in Trainmen's Hall, 297 Canal street, 1st  
and 3d Sundays at 2:30 P. M.  
F. J. Burgess, Engine House Worcester Div.  
N. Y., N. H. & H. R.R., Charles st. . . . . Master  
W. P. Wright, 658 Main st. . . . . Secretary  
G. W. Sawtell, 307 Charles st. . . . . Collector  
R. E. McCarthy, 248 Charles st. . . . . Receiver  
Samuel Sheldon, 7 Meeting st. Magazine Agent

**479. ST. GEORGE; Smiths Falls, Ont.**

Meets in Haley's Hall 2d and 4th Mondays.  
Andrew Boyd . . . . . Master  
Ernest Hamner . . . . . Secretary  
Stephen Smith . . . . . Collector  
D. W. Best . . . . . Receiver  
S. B. O'Hara . . . . . Magazine Agent

**480. CHIPETA; Ridgway, Colo.**

Meets in Cirswell Hall every Monday.  
B. H. Prather . . . . . Master  
P. R. Blakely, Box 12 . . . . . Secretary  
J. W. Sowers . . . . . Collector  
J. T. Stewart . . . . . Receiver  
P. R. Ball . . . . . Magazine Agent

**481. EASTER; St. Louis, Mo.**

Meets in Brighton Hall, cor. Broadway and Sul-  
isbury sts., 2d and 4th Wednesday at 8 P. M.  
G. E. Irwin, 3302 N 9th st. . . . . Master  
W. S. Ferguson, 2017 Penrose st. . . . . Secretary  
J. H. Lockett, 219 Florida st. . . . . Collector  
Jno. Cody, 4303 Blair ave. . . . . Receiver  
W. C. Robinson, 2106 N 11th st. Magazine Agent

**483. INDEPENDENCE; Barnesville Minn.**

Meets in U. A. O. D. Hall, 1st Sunday at 1:30 P.  
M. and 3d Monday at 10 A. M.  
N. R. Griswold . . . . . Master  
G. W. Lumm . . . . . Secretary  
R. A. Chaffee . . . . . Collector  
A. F. Janneck . . . . . Receiver  
Hans Twete . . . . . Magazine Agent

**484. HAMNER HALL; Montgomery, Ala.**

Meets in B. of L. E. Hall, over First National Bank.  
Jno. Doyle, care of Chas. Tarleton, . . . . . Master  
430 Clayton st. . . . . Secretary  
C. W. Tarleton, 430 Clayton st. . . . . Secretary  
A. M. Payne, 332 Herron st. . . . . Collector  
J. B. Pugh, 230 Holt st. . . . . Receiver  
Willie Reynolds, So Perry st. . . . . Magazine Agent

**485. PAUL BEVERE; Charlestown, Mass.**

Meets in Mishawam Hall 1st Sunday at 1:30 P. M. and 3d Sunday at 7:30 P. M.  
G. W. Hodge, 4 Thompson st. . . . . Master  
F. F. Derby, 9 Auburn st. . . . . Secretary  
C. G. Bates, 73 Washington st. . . . . Collector  
C. H. Trenholm, 25 Park st, Somerville, . . . . . Receiver  
Magazine Agent

**486. CHIPPEWA VALLEY; Chippewa Falls, Wis.**

Meets in Odd Fellows' Hall 1st and 3d Sunday evenings.  
Jno. Enright . . . . . Master  
C. F. Korth, Box 256 . . . . . Secretary  
W. H. Barker, W. C. Eng house . . . . . Collector  
N. S. Landy, 1611 Ludgate st. . . . . Receiver  
C. P. Dill, 1708 Lombard st. . . . . Magazine Agent

**487. WHIRLPOOL; Niagara Falls, Ont.**

Meets in C. M. B. A. Hall 1st and 3d Wednesdays at 8 P. M.  
Albert Laurie . . . . . Master  
W. G. Powley . . . . . Secretary  
F. C. Groom . . . . . Collector  
A. A. Whittaker . . . . . Receiver  
Wm. Wright . . . . . Magazine Agent

**488. CUMBERLAND; Cumberland, Md.**

Meets in J. R. O. U. A. N. Hall 1st and 3d Sunday evenings.  
J. F. Little, 38 Valley st. . . . . Master  
S. A. Martin, 39 Liberty st. . . . . Secretary  
J. T. Cookerly, 39 Liberty st. . . . . Collector  
W. H. Rice, 11 Harrison st. . . . . Receiver  
J. H. Strong, 175 Madison st. . . . . Magazine Agent

**489. RESURRECTION; Creston, Iowa.**

Meets in G. A. R. Hall, cor. Montgomery and Pine sts, 1st and 3d Mondays at 1:30 P. M.  
J. F. Oldham, 405 So Vine st. . . . . Master  
J. P. O'Connor, 100 Howard & Pine sts, . . . . . Secretary  
W. H. Van Wormer, 306 So Birch st. . . . . Collector  
A. G. Smith, 217 N. Pine st. . . . . Receiver  
A. G. Smith, 217 N. Pine st. . . . . Magazine Agent

**490. MIDNIGHT; East Brady, Pa.**

Meets in Odd Fellows' Hall 2d and 4th Sundays at 1 P. M.  
H. B. Stager, Verona . . . . . Master  
J. A. Williams, 4118 Main st, Pittsburgh. . . . . Secretary  
J. A. Marks . . . . . Collector  
E. W. Hull . . . . . Receiver  
H. B. Stager, Verona . . . . . Magazine Agent

**491. BARTON SPRING; Austin, Tex.**

Meets in K. of P. Hall, Congress ave., 2d and 4th Sundays, at 8 P. M.  
Chas. Enlow, 1311 E. 2d st. . . . . Master  
E. E. Clappart, 1109 E 8th st. . . . . Secretary  
Chas. Enlow, 1311 E 2d st. . . . . Collector  
E. E. Clappart, 1109 E 8th st. . . . . Receiver  
A. Davis, care Round House . . . . . Magazine Agent

**492. IVANHOE; Alvarado, Tex.**

Meets in B. of R. T. Hall 1st and 3d Sundays at 2 P. M. and 2d and 4th Sundays at 7:30 P. M.  
M. T. Wooley . . . . . Master  
J. H. Stapp . . . . . Secretary  
Wm. Vickers . . . . . Collector  
B. D. Smith . . . . . Receiver  
E. I. Allen, Hillsboro . . . . . Magazine Agent

**493. FULTON; Atlanta, Ga.**

Meets in Industrial Council's Hall, 26½ Alabama St., every Sunday at 2:30 P. M.  
R. M. Wood, 218 Ira st. . . . . Master  
Harry Huddleston, 506 Pulliam st. . . . . Secretary  
A. B. Cogler, 53 W. Georgia ave . . . . . Collector  
A. N. Thom, 11 Middle st. . . . . Receiver  
W. C. Thomas, 537 Pulliam st. . . . . Magazine Agent

**494. BAY de NOC; Gladstone, Mich.**

Meets in Odd Fellows' Hall, Delta ave, 1st Sunday at 2 P. M. and 3d Sunday at 7:30 P. M.  
Arthur Fisher, Box 393 . . . . . Master  
F. H. May, Box 132 . . . . . Secretary  
C. W. La Faver, Box 205 . . . . . Collector  
F. H. May, Box 132 . . . . . Receiver  
B. F. Unger, 2439 13th ave So., Minneapolis, Minn . . . . . Magazine Agent

**495. BANNING; Cedartown, Ga.**

Meets in K. P. Hall, 1st and 4th Monday evenings.  
Keeno Bailey . . . . . Master  
A. J. Wiley, Box 21 . . . . . Secretary  
J. W. Noles . . . . . Collector  
J. F. Steele . . . . . Magazine Agent

**496. ROBERT E. LEE, Manchester, Va.**

Meets in Toney's Hall 1st Saturday at 7:30 P. M. and 3d Monday at 10 A. M.  
J. R. Prettyman, 106 Ninth st. . . . . Master  
D. A. Ford, 403 Seventh st. . . . . Secretary  
F. R. Jeffress, 11th and Perry sts . . . . . Collector  
J. W. Walthall, 21st and Chicago sts . . . . . Receiver  
T. B. Perdue, Cor. 13th and Decator, Mag. Agent

**497. SINCERE; Richmond, Va.**

Meets in Odd Fellow's Hall, corner Mayo and Franklin sts., 1st and 3d Mondays at 9:30 A. M.  
C. R. Alley, 21 So. Cherry st. . . . . Master  
I. L. Parker, Jr., 608 So. Pine st. . . . . Secretary  
A. A. Turner, 2 So. 6th st. . . . . Collector  
Michael Kelly, 412 E. Byrd st. . . . . Receiver  
I. L. Parker, Jr., 608 So. Pine st. . . . . Mag. Agent

**498. VIGILANT; Bellwood, Pa.**

Meets every Sunday at 2 P. M.  
E. M. Donley . . . . . Master  
J. C. Nearhoof, Box 672 . . . . . Secretary  
H. E. Waresam . . . . . Collector  
J. C. Waiters . . . . . Receiver  
G. W. Wesley . . . . . Magazine Agent

**499. COMPOUND; Chicago, Ill.**

Meets in Walthers' Hall, 3934 State st, 2d and 4th Saturdays at 7:30 P. M.  
F. A. McLaughlin, Brookline . . . . . Master  
J. E. Hauser, 62 Institute Place . . . . . Secretary  
F. E. Wilson, 3721 La Salle st. . . . . Collector  
W. A. Kelsey, 3356 Prairie ave . . . . . Receiver  
J. E. Hauser, 62 Institute Place . . . . . Mag. Agent

**500. QUICKSTEP; Spooner, Wis.**

Meets in I. O. O. F. Hall 2d and 4th Wednesdays at 8 P. M. and 4th Sunday at 2 P. M.  
D. D. Campbell . . . . . Master  
E. B. Harris . . . . . Secretary  
J. W. Wilson . . . . . Collector  
J. P. Walsh . . . . . Receiver  
J. W. Wilson . . . . . Magazine Agent

**501. SPOKANE; Spokane, Wash.**

Meets in Trades Council Hall every Sunday at 7:30 P. M.  
Alex. Laing, Box 422 . . . . . Master  
G. S. Rushbrook, Box 422 . . . . . Secretary  
J. E. Connelly, Box 422 . . . . . Collector  
L. C. Mowrey, Box 422 . . . . . Receiver  
Fred Kirklm, 121 E. Erminast. Magazine Agent

**502. PRIDE; Louisville, Ky.**

Meets in O'Hearn's Hall, cor. 12th and Zane sts 1st and 3d Tuesdays at 2 P. M. and 2d and 4th Tuesdays at 7:30 P. M.  
W. W. Slaby, 1609 W. Kentucky st. . . . . Master  
A. L. Bryant, 1525 Southgate st. . . . . Secretary  
S. R. Riney, 1725 12th st. . . . . Collector  
L. D. Smith, 1517 Prentice st. . . . . Receiver  
J. S. C. Dovey, 1530 Southgate st. . . . . Mag. Agent

**503. MT. SOPRIS; Aspen Junction, Colo.**

Meets in Frey's Hall every Sunday at 2 P. M.  
C. C. Andrus . . . . . Master  
O. F. Riebel . . . . . Secretary  
Fred Stiffler . . . . . Collector  
B. W. Burgin . . . . . Receiver  
J. C. Frison . . . . . Magazine Agent

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Chillicothe . 106	Bowling Gre'n 100	Great Falls . 456	Niagara Falls. 487	Providence . . 478	Evanston . . . 88
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WASHINGTON, D. C.

## BENEFICIARY STATEMENT.

OFFICE OF GRAND SECRETARY AND TREASURER, }  
TERRE HAUTE, IND., October 1, 1893. }

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of September, 1893:

## RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$268	72	\$190	143	\$146	214	\$108	285	\$206	356	\$44
2	38	73	84	144	124	215	136	286	164	357	68
3	560	74	110	145	170	216	64	287	116	358	
4	186	75	220	146	190	217	58	288	68	359	68
5	198	76	62	147	156	218	76	289	120	360	82
6	138	77	312	148	118	219	124	290	42	361	140
7	66	78	188	149	550	220	132	291	154	362	42
8	258	79	70	150	182	221	100	292	58	363	212
9	234	80	64	151	92	222	66	293	54	364	90
10	200	81	152	152	140	223	94	294	90	365	66
11	206	82	400	153	74	224	74	295	38	366	60
12	272	83	208	154	90	225	50	296	102	367	82
13	392	84	216	155	114	226	148	297	136	368	66
14	366	85	146	156	102	227	128	298	72	369	96
15	138	86	134	157		228	282	299	106	370	34
16	204	87	88	158		229	74	300	98	371	74
17	116	88	110	159	212	230	100	301	76	372	74
18	120	89	52	160	154	231	164	302	92	373	48
19	140	90	138	161	38	232	94	303	80	374	92
20		91	118	162	278	233	56	304	112	375	70
21	116	92	98	163	122	234	106	305	56	376	54
22		93	106	164		235	306	186	377	176	
23	81	94	138	165	132	236	134	307	124	378	200
24	96	95	220	166		237	188	308	68	379	226
25	163	96	84	167	102	238	132	309	156	380	46
26	168	97	218	168		239	132	310	72	381	56
27	156	98	76	169	300	240		311	46	382	114
28	130	99	220	170	98	241	378	312	50	383	78
29	70	100	114	171	74	242	206	313	80	384	126
30	106	101	128	172	104	243		314	78	385	58
31	96	102	160	173	140	244	32	315	150	386	34
32	88	103	306	174	138	245		316	102	387	60
33	114	104	116	175	210	246		317		388	142
34	120	105	104	176		247	228	318	66	389	70
35	70	106	54	177	84	248	176	319	138	390	94
36	138	107	196	178	182	249	130	320	192	391	118
37	122	108	84	179	70	250	234	321	46	392	66
38	116	109	140	180	64	251	334	322	64	393	60
39	60	110	90	181	58	252	164	323	28	394	70
40	158	111	200	182	78	253	92	324	46	395	
41	56	112	80	183	212	254	166	325	96	396	104
42	44	113	132	184	94	255		326	104	397	54
43	158	114	52	185	78	256	52	327	94	398	74
44	180	115	92	186	110	257	118	328	134	399	46
45	222	116	176	187	84	258	80	329	38	400	76
46	94	117	110	188	262	259	140	330	170	401	96
47	412	118	60	189	126	260	88	331	80	402	60
48	182	119	42	190	46	261	72	332	78	403	
49	140	120	122	191	240	262	110	333	170	404	58
50	258	121	142	192	220	263	114	334	128	405	150
51	82	122	66	193	96	264	104	335	106	406	36
52	184	123	146	194	132	265	134	336	42	407	106
53		124	90	195	54	266	164	337	198	408	110
54		125	70	196	120	267	144	338	92	409	94
55	72	126	84	197	110	268	84	339	344	410	
56	36	127	108	198	118	269	132	340	64	411	32
57	320	128	70	199	60	270	190	341	66	412	72
58	78	129	212	200	96	271	84	342	54	413	52
59	170	130	220	201	98	272	48	343	50	414	66
60	26	131	78	202		273	118	344	100	415	
61	192	132	116	203	152	274	86	345	62	416	54
62	148	133	120	204	74	275	80	346	36	417	64
63	120	134	126	205	110	276	70	347	78	418	62
64	146	135	84	206	112	277	20	348	92	419	84
65	112	136	50	207	208	278	46	349	92	420	104
66	98	137	64	208	78	279	50	350	128	421	44
67	220	138	120	209	114	280	58	351	40	422	50
68		139	58	210	58	281	98	352	92	423	
69	58	140		211	214	282	70	353	50	424	134
70	92	141	316	212	78	283	86	354	154	425	106
71	166	142	238	213	58	284	294	355		426	38

## RECEIPTS—CONTINUED

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
427	\$64	441	\$66	455	\$40	469	\$38	483	\$54	497	42
428	84	442	72	456	68	470	78	484		498	44
429	72	443	84	457		471	56	485	182	499	38
430	62	444	146	458	52	472		486	50	500	
431		445	56	459		473	84	487	80	501	66
432	148	446	100	460	90	474	48	488	42	502	50
433	82	447	60	461	58	475	104	489	70	503	46
434		448	114	462	114	476	46	490	60	504	26
435	46	449	80	463	96	477		491	54	505	
436		450	112	464	42	478	84	492	66	506	42
437		451	86	465		479	56	493		507	
438	42	452	72	466	162	480		494	58		
439	80	453		467	66	481	88	495	54		
440	102	454	114	468	42	482	33	496	58		

Balance on hand September 1, 1893 . . . . . \$27,821 75  
Received during month . . . . . 52,776 00

Total . . . . . \$80,597 75

## DISBURSEMENTS.

By claims 1086, 1087, 1088, 1089, 1090, 1091,  
1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099,  
1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107,  
1108, 1109 . . . . . \$36,000 00

Balance on hand October 1, 1893 . . . . . \$44,597 75  
Respectfully submitted, F. W. ARNOLD.

## UTILIZING THE LIGHTNING.

The man with the ginger beard was watching his neighbor laboriously digging post holes,

"They didn't dig 'em that way out in Colorado, where I lived," said he.

The neighbor, who was a hired man, dropped his patent "digger," looked around to see if his employer was visible, found he was not, and took a seat on the ground, ready to listen. "How did you work it?" he asked. "By steam?"

"Steam?" said the man with the ginger beard. "Naw. Done it by lightning."

"Yas. You see, in the part of the state I was in there is no metals of any kind in the ground, and no trees. I've often watched the lightning cavortin' around in the heavens fer a hour at a time, just achin' fer somethin' to strike at; but not bein' able to do so 'cause they wa-n't nothin' it could take a start at—no attraction, you see. Well, one day I was a-sweatin' away, just like you would be if the boss was around now, when a old feller, that lived there before I come, come along and says he'd show me a scheme to save all that work. You can bet I was willin', so he sends me to the house fer a bag o' ten-penny nails, and he plants a nail in every place I had marked fer a hole. 'They is a storm comin', says he, 'and if I hain't mistaken she is a-goin' to do the job in one whirl.' I didn't say nothing, fer, honest, I thought he wuz crazy, an' I 'lowed I'd better humor him. After he got the nails all planted he dragged me away to a safe distance an' told me to watch her work. Pretty soon the storm come along, with more thunder an' lightning in it than you will see here in a month o' Sundays. Directly it got over them nails. Then—bliff! blam! It went to pluggin' away at them there nails stuck in the ground, the most delighted lightning you ever see to git somethin' to shoot at. And ev'ry time she hit there was the neatest posthole dug out you ever see. I did haf to trim a few of 'em up with a spade, but, as a general thing, they was as neat as a body would want to look at. Natur' is mighty useful if you know how to handle her."—Indianapolis Journal.

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- L. S. Cox**, 210 E Munson st. . . . . Receive
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- J. F. McNamee**, 1050 Atcheson st. . . . . Receive
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- S. R. Tate**, 79 Professor st. . . . . Secretar
- A. G. Laubscher**, West Cleveland . . . . . Collecto
- T. P. Curtis**, 710 Lorain st. . . . . Receive
- S. R. Tate**, 79 Professor st. . . . . Magazine Ager

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- David Gorgas**, Summit ave. . . . . Secretar
- C. J. Herbert**, 827 Main st. . . . . Collecto
- J. W. Sinclair**, L. Box 96 . . . . . Receive
- A. M. Vanatta** . . . . . Magazine Ager

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- F. J. Brennan**, 175 So. Division st. . . . . Secretar
- C. H. Connolly**, 780 Elk st. . . . . Collecto
- P. J. McNamara**, 70 Michigan st. . . . . Receive
- P. M. Cleary**, 139 N. Ogden st. . . . . Magazine Ager

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- J. A. Farrell**, 33 Catharine t. . . . . Magazine Ager

**15. ST. LAWRENCE; Montreal, Canada.**

- Meets in St. Charles Club Hall 1st and 3rd Tue  
days
- Chas. McCauley**, 77 Mullin st., Pt. St.  
Charles. . . . . Master
- Robt. Williamson**, 119 Lebeo st., Pt. St.  
Charles. . . . . Secretar
- Jas. Murphy**, 63 Richmond st., Pt. St.  
Charles. . . . . Collecto
- Thos. Wilson**, 238 Magdalen st. . . . . Receive
- G. R. Roxborough**, 91 Conway st, Pt St.  
Charles. . . . . Magazine Ager

**16. VIGO; Terre Haute, Ind.**

- Meets in Brotherhood Hall, S. E. cor. Wabas  
ave. and 7th st., 2d and 4th Wednesdays at 7:  
P. M.
- E. H. Brannan** . . . . . Master
- F. J. O'Reilly**, 621 N. 5th st. . . . . Secretar
- W. J. Butler**, 402 N. 12th st. . . . . Collecto
- C. A. Bennett**, 1004 N. Ninth st. . . . . Receive
- C. E. Dodson**, 420 N 13th st. . . . . Magazine Ager

**17. PINE RIDGE; Chadron, Neb.**

Meets in I. O. O. F. Hall, 1st and 3d Sundays.  
 H. O. Smith, Box 501 . . . . . Master  
 J. E. Platner . . . . . Secretary  
 Mark Burke . . . . . Collector  
 H. O. Smith, Box 501 . . . . . Receiver  
 . . . . . Magazine Agent

**18. WEST END; Slater, Mo.**

Meets in K. of P. Hall every Saturday evening.  
 F. G. Klein . . . . . Master  
 Jno. Reid . . . . . Secretary  
 W. W. Golladay . . . . . Collector  
 J. J. Day . . . . . Receiver  
 M. C. Page . . . . . Magazine Agent

**19. TRUCKEE; Wadsworth, Nevada.**

Meets in B. of L. E. and B. of L. F. Hall every Friday at 7 P. M.  
 Jno Micanter . . . . . Master  
 G. W. Lindsay . . . . . Secretary  
 W. F. Brown . . . . . Collector  
 F. R. Fitch . . . . . Receiver  
 Edw. Kelly . . . . . Magazine Agent

**20. STUART; Stuart, Iowa.**

Meets in Engineer's Hall every Tuesday at 2:30 P. M.  
 J. W. Taylor, Box 172 . . . . . Master  
 O. R. Conyers . . . . . Secretary  
 Grafton Zenor, L. Box 17 . . . . . Collector  
 J. L. Williams . . . . . Receiver  
 Alfred Hibbard, L. Box 25 . . . . . Magazine Agent

**21. INDUSTRIAL; St. Louis, Mo.**

Meets in Havlin's Theatre, S. E. cor. 6th and Walnut sts., 2d and 4th Fridays.  
 W. G. Canfield, 1422 Clark ave . . . . . Master  
 T. B. Victor, 1109 Morrison ave . . . . . Secretary  
 Louis Volker, 1008 Park ave . . . . . Collector  
 W. A. Murphy, 1330 La Salle st . . . . . Receiver  
 . . . . . Magazine Agent

**22. CENTRAL; Urbana, Ill.**

Meets in I. O. O. F. Hall 2d and 4th Sundays.  
 I. G. Miller . . . . . Master  
 Scott Bussey, Box 61 . . . . . Secretary  
 W. H. Scroggin, Box 301 . . . . . Collector  
 F. M. Call . . . . . Receiver  
 W. F. Lewis, Box 324 . . . . . Magazine Agent

**23. PHOENIX; Brookfield, Mo.**

Meets in I. O. O. F. Hall, 1st and 3d Wednesdays at 7:30 P. M.  
 Joshua Proctor, Box 60 . . . . . Master  
 A. S. Lucas, Box 608 . . . . . Secretary  
 E. L. Mansfield . . . . . Collector  
 A. S. Lucas, Box 608 . . . . . Receiver  
 J. P. Holland . . . . . Magazine Agent

**24. GREAT WESTERN; Parsons, Kan.**

Meets in Brotherhood Hall, Forest ave, every Wednesday at 1:30 P. M.  
 J. P. Forbes . . . . . Master  
 Bryant Lanham . . . . . Secretary  
 Henry Lichesky, 2203 Crawford ave . . . . . Collector  
 J. H. Galvin . . . . . Receiver  
 Wm. Milne, 2224 W. Washington ave. . . . . Magazine Agent

**25. CONNECTING LINK; Boone, Iowa.**

Meets in Red Men's Hall, cor. 7th and Story sts., 1st and 3d Sundays at 2 P. M.  
 E. H. Smith, Box 311 . . . . . Master  
 M. N. Crane, L. Box 775 . . . . . Secretary  
 M. N. Crane, L. Box 775 . . . . . Collector  
 A. M. Sourwine . . . . . Receiver  
 Sherman Long, 720 Pine st, East Des Moines, . . . . . Magazine Agent

**26. ALPHA; Baraboo, Wis.**

Meets in B. of L. E. Hall, 2d and 4th Mondays.  
 Henry Wettstein . . . . . Master  
 Fred Van Leshout, Box 896 . . . . . Secretary  
 W. H. Pobjoy . . . . . Collector  
 Fred Van Leshout, Box 896 . . . . . Receiver  
 Cory Compton . . . . . Magazine Agent

**27. HAWKEYE; Cedar Rapids, Iowa.**

Meets in B. of L. F. Hall, 9 2d st., 2d Sunday at 2:30 P. M., and 4th Monday at 7 P. M.  
 C. H. Wheeler . . . . . Master  
 F. A. Hobson . . . . . Secretary  
 A. H. McKenzie, 174 B ave. E . . . . . Collector  
 J. L. Jennings, 351 B. ave. W . . . . . Receiver  
 A. H. McKenzie, 174 B Ave . . . . . Magazine Agent

**28. ELKHORN; North Platte, Neb.**

Meets in First National Bank Hall, cor. 5th and Spruce sts. every Sunday at 1:30 P. M.  
 C. R. DeMott . . . . . Master  
 S. H. Donohewer, L. Box 402 . . . . . Secretary  
 T. A. Duke, Box 173 . . . . . Collector  
 W. E. Jackson . . . . . Receiver  
 N. L. Newman, Box 116 . . . . . Magazine Agent

**29. CERRO GORDO; Mason City, Iowa.**

Meets in Odd Fellows' Hall, Main st., 1st Monday at 7:30 P. M., and 3d Sunday at 2:30 P. M.  
 W. R. Rouse, 508 E. Huntley st . . . . . Master  
 Max Newbowers, 410 E. Miller st . . . . . Secretary  
 G. M. Buck . . . . . Collector  
 Lewis Leitner . . . . . Receiver  
 Max Newbowers, 410 E. Miller st . . . . . Mag. Agent

**30. CEDAR VALLEY; Waterloo, Iowa.**

Meets in Select Knights' Hall, Sycamore and 4th sts, 1st and 3d Sundays at 2 P. M.  
 H. A. Poley . . . . . Master  
 R. A. Corson, Box 1154 . . . . . Secretary  
 H. B. Doxey . . . . . Collector  
 R. A. Corson, Box 1154 . . . . . Receiver  
 Boardman Cooley . . . . . Magazine Agent

**31. R. R. CENTRE; Atchison, Kansas.**

Meets in Woodman's Hall, cor. 6th and Santa Fe sts, 2d and 4th Sundays at 2 P. M.  
 F. A. Short, 1417 Atchison st . . . . . Master  
 Jno. O'Connor, 1428 Santa Fe st . . . . . Secretary  
 Edwin McKeen, 1531 Commercial st . . . . . Collector  
 Jno. O'Connor, 1428 Santa Fe st . . . . . Receiver  
 F. A. Short, 1417 Atchison st . . . . . Magazine Agent

**32. BORDER; Ellis, Kansas.**

Meets in K. of P. Hall every Tuesday at 3 P. M.  
 Gustave Ebeling, Box 243 . . . . . Master  
 G. S. Leisenring, L. Box 355 . . . . . Secretary  
 W. M. Griest, L. Box 135 . . . . . Collector  
 G. S. Leisenring, L. Box 355 . . . . . Receiver  
 J. C. Barnes, Box 218 . . . . . Magazine Agent

**33. SUCCESS; Trenton, Mo.**

Meets in K. P. Hall 1st and 3d Monday afternoons and 2d and 4th Monday evenings.  
 W. M. Goode . . . . . Master  
 G. N. Liston, Box 306 . . . . . Secretary  
 G. N. Liston, Box 506 . . . . . Collector  
 W. C. Gallup, L. Box 34 . . . . . Receiver  
 J. B. Kackley . . . . . Magazine Agent

**34. CLINTON; Clinton, Iowa.**

Meets in Engineers' Hall, 1st and 3d Sundays at 2:30 P. M.  
 P. J. Coffey, 919 3d st . . . . . Master  
 E. J. Potter, 848 Sunnyside ave . . . . . Secretary  
 W. N. Smith, 425 Eighth ave . . . . . Collector  
 P. J. Coffey, 919 3d st . . . . . Receiver  
 Parker Lillis, 529 9th ave . . . . . Magazine Agent

**35. AMBOY; Amboy, Ill.**

Meets in Engineers' Hall 1st and 3d Monday evenings.  
 J. D. Mahoney . . . . . Master  
 J. B. Eson, L. Box 133 . . . . . Secretary  
 C. H. Perry . . . . . Collector  
 J. H. Dick . . . . . Receiver  
 Conrad Long . . . . . Magazine Agent

**36. TIPPECANOE; Lafayette, Ind.**

Meets in K. P. Hall, Fifth and Columbia sts, at 2 P. M., Sundays.  
 Chas. Ernst, 164 Salem st . . . . . Master  
 T. A. Vaughan, 131 Alabama st . . . . . Secretary  
 Chas. Ernst, 164 Salem st . . . . . Collector  
 W. R. Johnson, 110 S. Fourth st . . . . . Receiver  
 Jno. Morrow, L. E. & W. B. R. . . . . Magazine Agent

**37. NEW HOPE; Centralia, Ill.**

Meets in Engineers' Hall, every Wednesday at 7:30 P. M.  
 A. J. Randall, Box 238 . . . . . Master  
 Ferdinand Bauer, Box 206 . . . . . Secretary  
 E. S. Adams, Box 314 . . . . . Collector  
 W. R. Pixley, Box 318 . . . . . Receiver  
 Ferdinand Bauer, Box 206 . . . . . Magazine Agent

**38. AVON; Stratford, Ont.**

Meets in Forrester's Hall 1st and 3d Sundays.  
 W. H. Whitechurch, Box 318 . . . . . Master  
 Jos. Gant, Box 318 . . . . . Secretary  
 W. H. Chidley, Box 318 . . . . . Collector  
 Robt. McIntosh, Box 318 . . . . . Receiver  
 J. J. Scanlon, Box 318 . . . . . Magazine Agent

**39. TWIN CITY; Rock Island, Ill.**

Meets in Engineers' Hall, 2d Sunday and 4th Monday.  
E. J. Mooney, 26th and Vine sts. . . . . Master  
F. W. Grady, 5th ave, bet. 25th and 26th sts. . . . . Secretary  
G. B. Dodge, 9th ave. and 30th st. . . . . Collector  
J. P. Dolly, 6th ave. and 25th st. . . . . Receiver  
Wm. McElrath, Vine st., bet. 25th and 26th . . . . . Mag. Agent

**40. BLOOMING; Bloomington, Ill.**

Meets in Engineers' Hall every Tuesdays at 7:30 P. M.  
W. F. Costigan, 714 O'Hara st. . . . . Master  
Chris Baum, 1408 Western ave. . . . . Secretary  
Chris Baum, 1408 Western ave. . . . . Collector  
R. J. McDonald, 712 W. Walnut st. . . . . Receiver  
Frank Shafer, 716 W. Jefferson st. . . . . Mag. Agent

**41. ONWARD; Dickinson, N. Dakota.**

Meets in I. O. O. F. Hall, every Thursday at 7:30 P. M.  
Alex Fowler . . . . . Master  
Brooks Goodall . . . . . Secretary  
J. J. Bartley . . . . . Collector  
H. F. Repke, Box 89 . . . . . Receiver  
H. F. Repke, Box 89 . . . . . Magazine Agent

**42. ELMO; Madison, Wis.**

Meets in Sharpe's Hall, Keyes' Block, Mifflin st. 2d and 4th Sundays.  
C. M. Slightam, 841 W. Wilson st. . . . . Master  
C. J. Parsons, 409 W. Gorham st. . . . . Secretary  
Jno. Harrington, 520 W. Main st. . . . . Collector  
S. E. Alvord, 435 W. Mifflin st. . . . . Receiver  
S. E. Alvord, 435 W. Mifflin st. . . . . Magazine Agent

**43. ST. JOSEPH; St. Joseph, Mo.**

Meets in Brockaw's Hall, Eighth and Locust sts, 2d and 4th Thursdays.  
J. E. Shortle, 517 So. 11th st. . . . . Master  
W. E. Bristol, 2436 So. 6th st. . . . . Secretary  
J. T. Downs, 709 So. 8th st. . . . . Collector  
Jos. Kane, 806 So. 11th st. . . . . Receiver  
P. J. Maxey, 828 So. 9th st. . . . . Magazine Agent

**44. F. W. ARNOLD; East St. Louis, Ill.**

Meets in Geary's Hall, 124 Main st, 2d and 4th Saturdays, at 7:30 P. M.  
R. H. Stevenson, 14 So. 4th st. . . . . Master  
W. W. Gillis, 739 Collinsville ave. . . . . Secretary  
L. G. Denbach, 1908 E. Grand ave., St. Louis, Mo. . . . . Collector  
T. M. Leonard, 310 Market ave. . . . . Receiver  
T. M. Leonard, 310 Market ave. . . . . Magazine Agent

**45. ROSE CITY; Little Rock, Ark.**

Meets in O. R. C. Hall, corner Markham and Chester sts., 1st and 3d Sundays at 2:30 P. M., and 2d and 4th Sundays at 7:30 P. M.  
C. R. Haase, 134 Riverside ave. . . . . Master  
J. W. McKay, 210 Cross st. . . . . Secretary  
Mathias Laux, 201 Pulaski st. . . . . Collector  
E. W. Mills, 1419 W. 5th st. . . . . Receiver  
Benj. Nolan, 1303 Lincoln ave. . . . . Magazine Agent

**46. CAPITOL; Springfield, Ill.**

Meets in Engineers' Hall, 5th st., bet. Monroe and Adams, 1st and 3d Sundays at 2 P. M.  
G. W. Price, 9th and Cass sts. . . . . Master  
A. P. Marsh, 917 S. 12th st. . . . . Secretary  
C. F. Sells, 1415 S. 9th st. . . . . Collector  
W. E. Hall, 1604 So. 10th st. . . . . Receiver  
Edw. Meyers, Wabash r'd house, Magazine Agent

**47. TRIUMPHANT; Chicago, Ill.**

Meets in Prosperity Hall, N. E. cor. State and 18th sts, 1st Monday at 8 P. M. and 3d Sunday at 2 P. M.  
W. A. Leonard, 1731 Wabash ave. . . . . Master  
J. W. McIntosh, 9143 Ontario ave., So. Chicago . . . . . Secretary  
F. L. Schrader, 1641 Wabash ave. . . . . Collector  
Jno. Glover, 1558 Wabash ave. . . . . Receiver  
W. H. Ryan, 1351 State st. . . . . Magazine Agent

**48. W. F. HYNES; Peoria, Ill.**

Meets in K. P. Hall, Observatory Building, 2d and 4th Saturdays at 8 P. M.  
J. D. Potter, 623 Howette st. . . . . Master  
W. A. McMillan, 206 State st. . . . . Secretary  
W. A. McMillan, 206 State st. . . . . Collector  
D. N. Watt, 617 1st st. . . . . Receiver  
F. J. Melford, 212 New st. . . . . Magazine Agent

**49. J. M. RAYMOND; Decatur, Ill.**

Meets in Engineers' Hall, 2d and 4th Sundays at 2 P. M.  
Thos Nash, 929 E. North st. . . . . Master  
J. F. Doster, 1145 E. North st. . . . . Secretary  
J. B. Lannon, 1057 N. Clayton st. . . . . Collector  
A. H. Sutton, 975 N. Water st. . . . . Receiver  
F. W. Marsh, 638 E. Eldorado st. . . . . Mag. Agent

**50. GARDEN CITY; Chicago, Ill.**

Meets in Engineers' Hall, 48th and State sts, 1 and 3d Sundays at 2 P. M., and 2d and 4th Sundays at 7:30 P. M.  
Geo. Ford, 5014 State st. . . . . Master  
W. H. Greene, Blue Island . . . . . Secretary  
C. D. Dickerman, Blue Island . . . . . Collector  
Geo. Ford, 5014 State st. . . . . Receiver  
J. T. Lee, 4404 Armour ave. . . . . Magazine Agent

**51. FRISCO; North Springfield, Mo.**

Meets in Engineers' and Firemen's Hall, Commercial st., every Wednesday at 2:30 P. M.  
F. E. Gano, 1934 N. Robberson ave. . . . . Master  
B. C. Reddick, 1602 Florence st. . . . . Secretary  
W. H. Hulsc, 1153 Thomas st. . . . . Collector  
H. F. Hill, 1104 Blaine st. . . . . Receiver  
S. C. Marcroft, 1507 Lyon st. . . . . Magazine Agent

**52. GOOD WILL; Logansport, Ind.**

Meets in Firemen's Hall, N. E. cor. Fourth and Market sts., 1st and 3d Sundays.  
J. J. Fitzgerald, Washington st. . . . . Master  
F. P. Jackson, 631 Lyndon ave. . . . . Secretary  
Jno. Rombolt, 106 Osage st. . . . . Collector  
F. P. Beam, 531 Ottawa st. . . . . Receiver  
F. P. Jackson, 631 Lyndon ave. . . . . Magazine Agent

**53. EMPORIA; Emporia, Kansas.**

Meets in Federation Hall, cor. 8d ave and We st., 1st and 3d Mondays at 1:30 P. M.  
Riley Wolcott, 21 Neosho st. . . . . Master  
O. T. Pearce, 332 Constitution st. . . . . Secretary  
J. L. Boyle, 9 Oak st. . . . . Collector  
S. A. Doty, 302 West st. . . . . Receiver  
O. T. Pearce, 332 Constitution st, Magazine Agent

**54. ANCHOR; Moberly, Mo.**

Meets in Engineers' Hall, cor 5th and Reed sts every Tuesday evening.  
Frank Fitzpatrick, 333 N. Clark st. . . . . Master  
Eugene Shedd, L. Box 1442 . . . . . Secretary  
Max Owen, 438 E. Rollins st. . . . . Collector  
G. N. Cornell, 311 Hagood st. . . . . Receiver  
Magazine Agent

**55. BLUFF CITY; Memphis, Tenn.**

Meets in K. P. Hall, 1st and 3d Monday evenings.  
Michael Cady, 510 Bender st. . . . . Master  
L. J. Lucke, 237 Greenlaw st. . . . . Secretary  
Edw. Facey, L & N R R shops. . . . . Collector  
L. J. Lucke, 237 Greenlaw st. . . . . Receiver  
Michael Cady, 510 Bender st. . . . . Magazine Agent

**56. BANNER; Stanberry, Mo.**

Meets in B. of L. E. Hall, every Saturday evening.  
T. B. Cambron . . . . . Master  
Thos. Sanford, Box 44 . . . . . Secretary  
Nealy Stamper . . . . . Collector  
T. B. Cambron . . . . . Receiver  
C. H. Runyon . . . . . Magazine Agent

**57. BOSTON; Boston, Mass.**

Meets in Templar Hall, 724 Washington st., 1 and 4th Sundays at 10:30 A. M.  
J. E. Gorham, So Braintree . . . . . Master  
L. M. Howard, 45 Everett st., Jamaica Plain . . . . . Secretary  
J. E. Gorham, So. Braintree . . . . . Collector  
A. A. Fuller, 19 Mechanics st. . . . . Receiver  
L. C. Everett, Dedham . . . . . Magazine Agent

**58. SACRAMENTO; Rocklin, Cal.**

Meets in Masonic Hall, every Monday at Thursday.  
J. H. Fenney . . . . . Master  
W. B. Morton . . . . . Secretary  
A. R. Walther . . . . . Collector  
A. E. Harter . . . . . Receiver  
D. O. McKellips, Donner . . . . . Magazine Agent

**59. ROYAL GORGE; Pueblo, Colo.**

Meets in B. of L. F. Hall, cor. D. st. and Union ave., every Monday at 7:30 P. M.  
G. W. Detamore, 12 Terrace View . . . . . Master  
P. B. Bradford 37 Block X . . . . . Secretary  
C. E. Blackburn, No. 29 Block O . . . . . Collector  
H. R. Smith, No. 29 Block O . . . . . Receiver  
G. W. Detamore, 12 Terrace View . . . . . Magazine Agent

- 60. UNITED; Philadelphia, Pa.**  
Meets in Dover Hall, 2204 Marshall st., 1st and 3d Saturday evenings  
W. J. Rogers, 2133 N. 10th st . . . . . Master  
J. H. Mohr, 2312 Fawn st . . . . . Secretary  
Jas. Werts, 3420 York Road . . . . . Collector  
B. F. Pettit, 2123 N. 10th st . . . . . Receiver  
B. F. Pettit, 2123 N. 10th st . . . . . Magazine Agent
- 61. MINNEHAHA; St. Paul, Minn.**  
Meets in Druid's Hall, cor. Seventh and Jackson sts., 2d and 4th Sundays at 2 P. M.  
J. F. Driscoll, 180 Penna ave . . . . . Master  
F. W. Ferguson, 1029 Front st . . . . . Secretary  
J. V. Piper, 107 Sycamore st . . . . . Collector  
T. T. Hart, 709 Tuscarora ave. . . . . Receiver  
W. F. Maher, 198 Penna ave . . . . . Magazine Agent
- 62. VANBERGEN; Carbondale, Pa.**  
Meets in Odd Fellows' Hall, 2d and 4th Sundays at 2 P. M.  
E. F. Atkinson, 122 Belmont st . . . . . Master  
G. P. Berry, 83 Park st . . . . . Secretary  
J. E. McCawley, 30 River st . . . . . Collector  
W. H. Brokenshire, 51 Garfield ave . . . . . Receiver  
Jos. Wilcox, 58 Canaan st . . . . . Magazine Agent
- 63. HERCULES; Danville, Ill.**  
Meets in K. of H. Hall, over N. E. cor. Main and Walnut sts., 1st and 3d Sundays at 2:30 P. M.  
W. J. Harter, 720 Wellington st. . . . . Master  
E. E. Partlow, Box 927 . . . . . Secretary  
Fred Krauel . . . . . Collector  
W. J. Harter, 720 Wellington st. . . . . Receiver  
C. A. Snyder, 709 N. Vermillion st. . . . . Mag. Agent
- 64. SIOUX; Sioux City, Iowa.**  
Meets in Lyons Hall, 418 Pearl st., 2d and 4th Sundays at 2:30 P. M.  
J. N. Barber, 609 Lafayette st . . . . . Master  
T. F. Dolan, 107 S. Wall st . . . . . Secretary  
T. F. Anderson, 511 Wall st . . . . . Collector  
T. F. Dolan, 107 S. Wall st . . . . . Receiver  
M. J. Mangan, 1516 E 7th st . . . . . Magazine Agent
- 65. FORT RIDGELY; Waseca, Minn.**  
Meets in Engineers' Hall, 1st and 3d Sundays.  
Wm. Carroll . . . . . Master  
E. E. Holbrook . . . . . Secretary  
Ira Blowers . . . . . Collector  
Jas. Hockenbuhl . . . . . Receiver  
R. G. Pace . . . . . Magazine Agent
- 66. CHALLENGE; Belleville, Ontario.**  
Meets in B. of L. E. Hall, Station st., 2d and 4th Sundays.  
Thos. Marshall, Jr., Belleville Station . . . . . Master  
Wm. Andrews, Belleville Station . . . . . Secretary  
M. A. Bonisteel, Belleville Station . . . . . Collector  
W. J. Logue, Belleville Station . . . . . Receiver  
Jno. Murray, Belleville Station . . . . . Magazine Agent
- 67. DOMINION; Toronto, Canada.**  
Meets in I.O.O.F. Hall, cor. Queen st and Spadine ave, 2d and 4th Sundays at 2:30 P. M.  
Joe Lee, 21 Robinson st . . . . . Master  
L. E. Belyea, 546 Front st W . . . . . Secretary  
Philip Richardson, 30 Stafford st . . . . . Collector  
Jas. Pratt, 172 Huron st . . . . . Receiver  
Rector Fitzgerald, Coleman P. O., York, Ont . . . . . Magazine Agent
- 68. LAU CLAIRE; Altoona, Wis.**  
Meets in B. of L. F. Hall, 2d and 4th Sundays.  
Jno. Nolan, Box 108 . . . . . Master  
Wm. McLyman . . . . . Secretary  
Peter Cline . . . . . Collector  
Stanley Ives . . . . . Receiver  
Wm. McLyman . . . . . Magazine Agent
- 69. ISLAND CITY; Brockville, Ontario.**  
Meets in Merrill's Hall every Tuesday at 7:30 P. M.  
W. J. Dowell, Box 183 . . . . . Master  
Chas. Brownlow . . . . . Secretary  
Alexander Wood . . . . . Collector  
W. J. Dowell, Box 183 . . . . . Receiver  
F. H. Corrigan, Box 159 . . . . . Magazine Agent
- 70. LONE STAR; Longview, Texas.**  
Meets in K. of P. Hall every Saturday at 7:30 P. M.  
H. G. Hanson . . . . . Master  
Drury Vandewater, Box 208 . . . . . Secretary  
L. D. Oden, Box 203 . . . . . Collector  
Harry Finnegan, Box 141 . . . . . Receiver  
J. W. Smith . . . . . Magazine Agent
- 71. SUSQUEHANNA; Oneonta, N. Y.**  
Meets in Red Men's Hall 2d and 4th Monday evenings.  
F. A. Yorkey, 178 Main st . . . . . Master  
W. P. Emery, 66½ Delts st . . . . . Secretary  
J. N. Stone, 4 Fairview st . . . . . Collector  
Jas. Walters, 9 Baker st . . . . . Receiver  
Jas. Walters, 9 Baker st . . . . . Magazine Agent
- 72. WELCOME; Camden, N. J.**  
Meets 2d and Taylor ave., 2d and 4th Sundays.  
John Colton, 412 S. 6th st . . . . . Master  
G. W. Tash, 529 So 3d st . . . . . Secretary  
John Colton, 412 S. 6th st . . . . . Collector  
G. W. Tash, 529 So 3d st . . . . . Receiver  
G. W. Tash, 529 So 3d st . . . . . Magazine Agent
- 73. BAY STATE; Worcester, Mass.**  
Meets at Commonwealth Hall, 566 Main st., 2d and 4th Sundays at 1 P. M.  
L. D. Chaffin, 107 Grafton st . . . . . Master  
Thos. Loynd, 8 Glenwood st . . . . . Secretary  
A. N. Hoyt, 2 Davis Court . . . . . Collector  
Thos. Loynd, 8 Glenwood st . . . . . Receiver  
W. N. Holland, 26 Fountain st. . . . . Magazine Agent
- 74. KANSAS CITY; Argentine, Kan.**  
Meets in Noke Opera House, Silver ave., bet. 1st and 2d sts., 2d and 4th Sundays at 2 P. M.  
Henry Best . . . . . Master  
R. W. Bidwell . . . . . Secretary  
Anton Vogel . . . . . Collector  
G. F. Dewey . . . . . Receiver  
Thos. Donohue, Box 421 . . . . . Magazine Agent
- 75. ENTERPRISE; Philadelphia, Pa.**  
Meets in Rodders' Hall, 4113 Lancaster ave., alternate Sundays.  
W. S. Whitman, 4134 Mantua ave . . . . . Master  
J. L. Strouse, 3305 Rockland st., West Philadelphia . . . . . Secretary  
J. T. Findley, 8604 Fairmount ave . . . . . Collector  
D. S. Moore, 3836 Reno st., West Philadelphia . . . . . Receiver  
Philadelphia . . . . . Magazine Agent
- 76. NEW ERA; Willmar, Minn.**  
Meets in I. O. O. F. Hall 1st and 3d Sundays.  
W. E. McLaughlin . . . . . Master  
Albert Baldwin . . . . . Secretary  
Nels Larson . . . . . Collector  
Gunder Osmundson . . . . . Receiver  
Gunder Osmundson . . . . . Magazine Agent
- 77. ROCKY MOUNTAIN; Denver, Colo.**  
Meets at 8804 Market st., every Thursday at 7:30 P. M.  
F. H. Lehman, 3931 Franklin st . . . . . Master  
W. F. Brundage, 1216 Larimer st . . . . . Secretary  
S. L. Kanaga, 3862 Market st . . . . . Collector  
W. F. Brundage, 1216 Larimer st . . . . . Receiver  
F. H. Lehman, 3931 Franklin st. . . . . Magazine Agent
- 78. GOLDEN EAGLE; Sedalia, Mo.**  
Meets in Hart's Hall, E. 3d st., every Tuesday at 7:30 P. M.  
Sam'l Bowser, 1113 E. 5th st . . . . . Master  
L. B. Alsopach, 1807 E. 4th st . . . . . Secretary  
Sam'l Bowser, 1113 E. 5th st . . . . . Collector  
W. O. Webster, 1206 E. Third st. . . . . Receiver  
C. W. Parks, 1011 E. 4th st . . . . . Magazine Agent
- 79. J. M. DODGE; Roodhouse, Ill.**  
Meets in K. of P. Hall, Worcester Building, every Monday at 2:00 P. M.  
C. A. Sheppard . . . . . Master  
C. A. Hannaford, Box 347 . . . . . Secretary  
Albert Banks . . . . . Collector  
Dan'l Stultz . . . . . Receiver  
Alonso Griffin, Box 366 . . . . . Magazine Agent
- 80. SELF HELP; Aurora, Ill.**  
Meets in B. of L. E. and F. Hall, 19 Broadway, every 2d Sunday.  
J. S. Slick, 462 Sexton st . . . . . Master  
G. J. Waters, 283 Fifth st . . . . . Secretary  
C. H. Kelley, 444 2d ave . . . . . Collector  
C. O. Spencer, 706 S. Lake st . . . . . Receiver  
J. S. Slick, 462 Sexton st . . . . . Magazine Agent
- 81. PINE CITY; Staples, Minn.**  
Meets in Miller's Hall, 2d and 4th Sundays.  
W. E. Scott . . . . . Master  
P. F. McDonnell, Box 47 . . . . . Secretary  
D. C. Warne, Box 113 . . . . . Collector  
G. H. Littlemore, Box 181 . . . . . Receiver  
Jas. Mackey, Box 223 . . . . . Magazine Agent

**82. NORTHWESTERN; Minneapolis, Minn.**

Meets in Lodge Parlors 1st and 3d Sunday after-  
noons.

R. B. Mayo, 905 Fremont ave. N. . . . . Master  
W. E. Richmond, 820 N. Girard ave. . . . . Secretary  
R. B. Mayo, 905 Fremont ave N. . . . . Collector  
W. E. Richmond, 820 N. Girard ave. . . . . Receiver  
Thos. Scanlon, 1015 Third st N. Magazine Agent

**83. TRINITY; Fort Worth, Texas.**

Meets in B. of L. F. Hall, So. Rusk st., every  
Wednesday at 8 P. M.

S. M. Dunaway, 1112 Taylor st. . . . . Master  
Jacob Weeman, cor. Calhoun and Elizabeth sts.  
Secretary  
Finus La Rue, 821½ E. 14th st. . . . . Collector  
I. M. Dean, 801 Crawford st. . . . . Receiver  
Berk Michael, 201 Louisiana ave. . . . . Mag. Agent

**84. CALHOUN; Battle Creek, Mich.**

Meets in B. of L. E. Hall, 2d and 4th Sunday af-  
ternoons and 1st Monday evening.

E. A. Ratcliff, 111 Green st. . . . . Master  
W. P. Roberts, 141 Hart st. . . . . Secretary  
D. L. Munsell, 76 Mary st. . . . . Collector  
E. J. Roach, 36 Lansing ave. . . . . Magazine Agent

**85. FARGO; Fargo, N. Dakota.**

Meets 2d and 4th Monday evenings.

Paul Boleyn, 15 9th st 80 . . . . . Master  
C. H. Shepperd, 1540 Front st. . . . . Secretary  
Silas Zwight, Arlington Hotel . . . . . Collector  
L. G. Snyder, cor. 16th st. and 1st av. S. Receiver  
M. A. Malone, National Hotel. Magazine Agent

**86. BLACK HILLS; Laramie, Wyoming.**

Meets in G. A. K. Hall, cor. 2d and Garfield sts.,  
every Friday evening.

Thos. Lynott, Box 111 . . . . . Master  
W. N. Roth, 806 3d st. . . . . Secretary  
W. P. Davis . . . . . Collector  
Edw. McBroom, 712 5th st. . . . . Receiver  
C. A. Anderson, Box 54 . . . . . Magazine Agent

**87. SUMMIT; Rawlins, Wyoming.**

Meets in I. O. O. F. Hall 1st and 3d Thursdays.

J. O. Quinn . . . . . Master  
Henry O'Donnell . . . . . Secretary  
Jas. Weightman . . . . . Collector  
G. W. McNair . . . . . Receiver  
Arthur Levesque, L Box 183 . . . . . Magazine Agent

**88. MORNING STAR; Evanston, Wyoming.**

Meets in K. P. Hall, every Saturday at 2 P. M.

H. J. Cramer, L. Box 2 . . . . . Master  
T. H. Hollingworth, L Box 212 . . . . . Secretary  
Amenzo Graves, Box 156 . . . . . Collector  
J. J. Harrop, L. Box 48 . . . . . Receiver  
Wm. Hopkins . . . . . Magazine Agent

**89. CHEHAU; Selma, Ala.**

Meets in Elks Hall, cor. Broad and Alabama  
sts. Thursday evenings.

E. L. Cranford, 321 Selma and St. Ann sts. . . . . Master  
P. C. Tynan, 129 Water st. . . . . Secretary  
R. O. Harris, 310 Alabama st. . . . . Collector  
E. L. Cranford, 321 Selma and St. Ann  
sts. . . . . Receiver  
P. C. Tynan, 129 Water st. . . . . Magazine Agent

**90. SAN DIEGO; Los Angeles, Cal.**

Meets in McDonald's Hall, 127 N. Main st, alter-  
nate Saturdays at 7:30 P. M.

Wm. Fleming, 417 Amelia st. . . . . Master  
J. H. Hayes, 626 Stephenson ave. . . . . Secretary  
C. E. Rhodes, 230 N. Cummings st., Boyle  
Heights . . . . . Collector  
J. T. Higgins, 808 E. 3d st. . . . . Receiver  
R. O. Quackenbush, 1821 E. 3d st. . . . . Magazine Agent

**91. GOLDEN GATE; San Francisco, Cal.**

Meets in Champion Hall, corner Valencia and  
16th sts every Monday at 8 P. M.

C. E. Bradley, 219 Washington st.,  
San Jose . . . . . Master  
Nelson Bar on, 111 16th st. . . . . Secretary  
Nelson Barton, 111 16th st. . . . . Collector  
W. S. Johnson, 22 Shotwell st. . . . . Receiver  
C. E. Bradley, 249 Washington st, San Jose,  
Magazine Agent

**92. FRONTIER CITY; Owego, N. Y.**

Meets in Jefferson Hall, 2d and 4th Sundays.

Frank Welch, 211 W. 8th st. . . . . Master  
J. E. Dowd, 59 W. 9th and Utica sts. . . . . Secretary  
Jas. Whalen, 290 W. 7th st. . . . . Collector  
Jas. Whalen, 290 W. 7th st. . . . . Receiver  
Jno. Cole, 111 W. Liberty st. . . . . Magazine Agent

**93. GATE CITY; Keokuk, Iowa.**

Meets in Engineer's Hall, 22 So. Third st. 2d and  
4th Sundays at 7:30 P. M.

Andrew Malum, Walsh . . . . . Master  
Jno. Stanley, Box 18, Walsh . . . . . Secretary  
Laurence Walsh, Walsh . . . . . Collector  
Henry Montgomery, 222 Exchange st. . . . . Receiver  
J. M. Watson, 1308 Carroll st. . . . . Magazine Agent

**94. CACTUS; Tucson, Arizona.**

Meets in Masonic Hall every Monday at 10  
P. M.

H. F. Michels, Box 504 . . . . . Master  
A. E. Hale, Box 504 . . . . . Secretary  
H. H. Dockham, Box 504 . . . . . Collector  
F. G. Church, Box 504 . . . . . Receiver  
F. W. Barnett, Box 504 . . . . . Magazine Agent

**95. CHICAGO; Chicago, Ill.**

Meets in Concordia Hall, 237 Milwaukee ave.,  
Tuesday at 7:30 P. M. and 4th Sunday at 9 A. M.

Edw. Seavert, 213 W. Indiana st. . . . . Master  
L. H. Evans, 456 West Adams st. . . . . Secretary  
E. O. Moody, Chicago ave. and Halsted st.  
Collector  
D. M. Leavitt, 689 Shober st. . . . . Receiver  
J. J. Keveny, 174 N. Halstead st. . . . . Magazine Agent

**96. ALEXIA; Wellsville, Ohio.**

Meets in Engineers' Hall, Main st, 1st and 3d  
Sundays.

A. B. Askew, Box 695 . . . . . Master  
E. J. Ashby, Box 695 . . . . . Secretary  
Chas. Maley . . . . . Collector  
C. H. Kelly . . . . . Receiver  
L. P. Satow . . . . . Magazine Agent

**97. ORANGE GROVE; Los Angeles, Cal.**

Meets in B. of L. F. Hall, cor. Leroy and Ne  
Main sts, every Friday at 8 P. M.

C. M. Warner, 199 Sotello st. . . . . Master  
H. C. Forsyth, 122 R. R. st. . . . . Secretary  
A. A. Elliott . . . . . Collector  
H. F. Bell . . . . . Receiver  
Sidney Weyant, 205 E. Ann st. . . . . Magazine Agent

**98. PERSEVERANCE; Terrace, Utah.**

Meets in Engineers' Hall every Wednesday  
evening.

J. H. Taylor . . . . . Master  
R. P. Moffett, Box 24 . . . . . Secretary  
F. J. Berryessa . . . . . Collector  
R. P. Moffett, Box 24 . . . . . Receiver  
T. J. Meagher . . . . . Magazine Agent

**99. ROCHESTER; Rochester, N. Y.**

Meets in B. of L. E. Hall, over 88 State st  
1st and 3d Tuesday evenings.

E. E. Pruyn, 41 First ave. . . . . Master  
W. P. Couch, 24 Thompson ave. . . . . Secretary  
G. N. Kingsley, 71 Hayward ave. . . . . Collector  
G. N. Kingsley, 71 Hayward ave. . . . . Receiver  
Wm. Sweeney, 361 Exchange st., Magazine Agent

**100. ADAIR; Bowling Green, KY.**

Meets in Wright's Hall cor. Main and Adams st  
every Monday at 2:30 P. M.

S. P. Price, 437 Church st. . . . . Master  
T. H. Glenn, 220 10th st. . . . . Secretary  
W. D. Perry, 232 6th st. . . . . Collector  
Harold Porter, 1149 Adams st. . . . . Receiver  
J. D. Jesse, 122 Woodford st. . . . . Magazine Agent

**101. ADMIRATION; Buffalo, N. Y.**

Meets in Burgard's Hall, East Buffalo, ever  
Thursday at 8 P. M.

Edw. Cooke, 103 Summer ave., E. Buffalo. Master  
Robt. Fowler, 182 May st. E. Buffalo. Secretary  
Frank McKnight, 108 Fay st., E. Buffalo. Collector  
J. G. Smith, 69½ St. Joseph ave, E. Buffalo, Receiver  
G. A. Smith, 112 Wex ave., E. Buffalo. Magazine Agent

**102. CONFIDENCE; West Des Moines, Iowa.**

Meets in Flynn's Hall, cor. 7th and Locust sts  
Des Moines, alternate Sundays.

C. M. Krull, 1019 E. Center st., Des Moines. Master  
Wm. Beese, 1457 E. Court ave., Des Moines. Secretary  
Albert Brown, 802 E. Elm st, East Des Moines. Collector  
A. W. Conner, 503 8th st., Des Moines. Receiver  
Wm. Beese, 1457 E. Court ave., Des Moines. Magazine Agent

- 102. FALLS CITY; Louisville, Ky.**  
Meets in Colgan's Hall, cor. 10th and Walnut sts., every Thursday.  
Fred St. John, Y.M.C.A., 1023 W. Broadway, Master  
Patrick Filburn, 1415 W. Broadway, Secretary  
Gottlieb Kunding, 1428 12th st., Collector  
Patrick Filburn, 1415 W. Broadway, Receiver  
F. T. McCormack, 1220 12th st., Magazine Agent
- 103. "OLD KENTUCKY," Ludlow, Ky.**  
Meets in I.O.O.F. Hall, cor. Elm and Butler sts., 1st and 3d Fridays at 7:30 P. M.  
H. G. Christinger, Box 66, Master  
L. A. Poliquin, Jr., Box 197, Secretary  
Chas. Heimburger, Box 151, Collector  
E. A. Fleming, Box 82, Receiver  
M. J. McCarty, Box 55, Magazine Agent
- 104. PROGRESS; Chillicothe, Ill.**  
Meets in Dougherty's Hall, 1st and 3d Mondays and 2d and 4th Tuesdays at 8 P. M.  
S. P. Bourne, N. Chillicothe, Master  
A. G. Gillen, N. Chillicothe, Secretary  
S. P. Bourne, N. Chillicothe, Collector  
Fred Cornell, N. Chillicothe, Receiver  
E. E. Lawrence, Magazine Agent
- 105. KEY CITY; Dubuque, Iowa.**  
Meets in Doff's Hall, 19th and Jackson sts., 2d and 4th Sundays.  
C. E. Redmond, cor. 15th and Clay sts., Master  
Martin Boleyn, C. M. & St. P. shops, Secretary  
Sam Schaner, Box 46 E. Dubuque, Collector  
O. B. Ridgeway, 1615 Elm st., Receiver  
A. R. Graham, 446 Rhomburg ave., Magazine Agent
- 107. ECLIPSE; Gallien, Ohio.**  
Meets in B. of R. T. Hall, every Wednesday evening.  
P. D. Gregg, Box 577, Master  
C. G. Douglas, Box 644, Secretary  
W. A. Townsend, Collector  
H. U. Grenolds, Box 35, Receiver  
H. U. Grenolds, Box 35, Magazine Agent
- 108. PIONEER; Chama, New Mexico.**  
Meets in Pioneer Hall, 1st and 3d Thursdays at 7 P. M.  
J. C. Basher, Box 40, Master  
J. W. Hopper, L. Box 7, Secretary  
Jno. Reddington, Collector  
J. M. Hayden, Receiver  
Oscar Duxstad, Magazine Agent
- 109. PEACE; St. Louis, Mo.**  
Meets in Summit Hall, Ewing ave and Market st., 2d and 4th Mondays at 7:30 P. M.  
Jno. Woods, 7516 O'Reilly ave, So. St. Louis, Master  
W. E. Spink, 300 S. Ewing ave., Secretary  
W. J. Pourcille, 2949 Clark ave., Collector  
G. A. La Bee, 2921 Caroline st., Receiver  
G. H. Baird, 3009 Rutger st., Magazine Agent
- 110. OLD GUARD; Encyria, Ohio.**  
Meets in Engineers' Hall 2d and 4th Sundays.  
Wm. Fitzmaurice, 633 E. Renslear st., Master  
B. A. Hu-on, 623 E. Renslear st., Secretary  
G. L. Hutchison, 665 E. Renslear st., Collector  
T. E. Lowry, 341 cor. Wiley and Charles sts., Receiver  
G. E. Bridges, Magazine Agent
- 111. BEACON; Mattoon, Ill.**  
Meets in K. of L. Hall, Sundays at 1:30 P. M.  
W. H. Morris, 87 Prairie ave., Master  
W. P. Fitzerald, 102 E. Broadway, Secretary  
S. E. Callahan, 69 Champaign st., Collector  
J. E. Marshall, 74 Richmond st., Receiver  
J. W. Chew, 104 E. Broadway, Magazine Agent
- 112. EVENING STAR; Howell Sta., Evansville, Ind.**  
Meets in Wesson's Hall, 2d and 4th Sundays at 1:30 P. M.  
W. R. Crowder, Master  
T. T. Colvin, Secretary  
J. C. Riethmann, Collector  
J. C. Foster, Receiver  
C. W. Brown, Magazine Agent
- 113. CLARK-KINBALL; Pocatello, Idaho.**  
Peter Durham, Master  
J. F. Holloway, Box 165, Secretary  
W. H. Zeiter, Collector  
S. G. Doane, Receiver  
W. H. Zeiter, Box 162, Magazine Agent
- 114. BLACK HAWK; Keithsburg, Ill.**  
Meets in Mason Hall, 4th and Washington sts., 1st and 3d Sundays.  
Dan'l Hammond, Master  
Elsworth Newell, L. Box 39, Secretary  
Elsworth Newell, L. Box 39, Collector  
W. E. Burch, Receiver  
Elsworth Newell, L. Box 39, Magazine Agent
- 115. GULF CITY; Galveston, Texas.**  
Meets in Temple of Honor Hall, Market and Centre sts., 1st and 3d Wednesdays.  
H. L. Briggs, 8th and Mechanic st., Master  
E. W. Boddeker, 910 ave 1, Secretary  
C. H. Hawkins, 37th st and Ave H., Collector  
Fred. Oehlert, ave N. bet. 31st and 32d sts., Receiver  
C. H. Hawkins, 37th st and Ave H., Magazine Agent
- 116. ST. CLAIR; Fort Gratiot, Mich.**  
Meets in Engineers' Hall 1st and 3d Sundays at 1:30 P. M.  
Jno. Gould, Master  
C. G. Miller, Box 197, Secretary  
E. S. Wilson, Collector  
E. G. Hubbard, Box 127, Receiver  
J. E. McDonald, 2124 Willow st., Magazine Agent
- 117. BEAVER; London, Ontario.**  
Meets in K. P. Hall, cor. Dundas and Clarence sts., 2d and 4th Sundays.  
Geo. Thody, 724 King st., Master  
W. C. Brown, 516 King st., Secretary  
H. G. McHarg, 579 Horton st., Collector  
Wm. Kermath, 402 South st., Receiver  
Wm. Kermath, 402 South st., Magazine Agent
- 118. STAR OF THE EAST; Richmond, Quebec.**  
Meets in McMorine's Hall, Main st., 1st and 3d Sundays at 2 P. M.  
G. A. Pye, Melbourne, Master  
J. E. Linahan, Richmond Station, Secretary  
G. A. Pearson, Collector  
Jno. Kelly, Receiver  
Wm. Fletcher, Box 113, Richmond Station, Magazine Agent
- 119. COLONIAL; River du Loup, Quebec.**  
Meets in English School, River du Loup Station, 2d and 4th Sundays.  
Timothy Birule, River du Loup Station, Master  
L. D. Poulin, River du Loup Station, Secretary  
L. D. Poulin, River du Loup Station, Collector  
C. J. Levesque, River du Loup Station, Receiver  
S. G. Ferguson, River du Loup Station, Mag. Agent
- 120. FORTUNE; Syracuse, N. Y.**  
Meets in B. of L. E. Hall, cor. Seymore and Oswego sts., Wednesdays at 7:30 P. M.  
Wm. Houston, 107 Oswego st., Master  
Jno. Martin, 465 Shonnard st., Secretary  
L. G. Rousson, 101 Bertha Place, Collector  
Isaac Gilbo, 138 Richmond ave., Receiver  
Jno. Martin, 465 Shonnard st., Magazine Agent
- 121. FELLOWSHIP; Corning, N. Y.**  
Meets in Engineers' Hall, Grifpin Block, Market st., 1st and 3d Sundays at 3 P. M.  
C. S. Wilson, Wall st., Master  
J. L. Krebs, 22 W. 4th st., Secretary  
J. L. Krebs, 22 W. 4th st., Collector  
E. E. Everts, 87 Mill st., Receiver  
J. E. Walsh, 8 Magee Row, Magazine Agent
- 122. FEDERATION; Pana, Ill.**  
Meets in I. O. O. F. Hall 2nd and 4th Sundays.  
Wm. Wolf, Master  
W. E. Gray, L. Box 806, Secretary  
Wm. Wolf, Collector  
W. E. Gray, L. Box 806, Receiver  
A. C. Reif, Magazine Agent
- 123. OVERLAND; Omaha, Neb.**  
Meets in Redman's Hall, 1623 Farnham st., every Wednesday at 8 P. M.  
G. W. Carr, 1014 S. 11th st., Master  
B. H. Winkelman, 1201 S. 9th st., Secretary  
C. H. Forster, 1540 So 17th st., Collector  
Jno. Nilsson, 1023 So 13th st., Receiver  
B. H. Winkelman, 1204 So 9th st., Mag. Agent
- 124. PILOT; Perry, Iowa.**  
Meets in Red Men's Hall, 2d and 4th Monday evenings.  
W. F. Bower, Master  
Wm. Mackay, Box 561, Secretary  
Ernest Banyard, Box 267, Collector  
Oscar Woods, Receiver  
J. H. Gilligan, Van Horne, Magazine Agent
- 125. GUIDE; Marshalltown, Iowa.**  
Meets in I. O. O. F. Hall, 126 E Main st, 2d and 4th Monday afternoons.  
S. S. Swanson, 111 So. 3d ave., Master  
C. A. Dupp, 107 1/2 So. 2d ave., Secretary  
J. N. Hunt, 206 W. Railroad st., Collector  
S. S. Swanson, 111 So 3d ave., Receiver  
E. H. Minier, 611 S. Third st., Magazine Agent



**198. COMET; Austin, Minn.**

Meets in B. of L. E. Hall, 1st and 3d Mondays and 2d and 4th Sundays.

J. D. Sharrah . . . . . Master  
Wm. Ryan . . . . . Secretary  
J. C. Erickson . . . . . Collector  
W. H. Teeter . . . . . Receiver  
J. C. Erickson . . . . . Magazine Agent

**197. NORTHERN LIGHT; Winnipeg, Manitoba.**

Meets in K. P. Hall, Clement Block, Main st., 1st Tuesdays and 3d Wednesdays.

H. A. English, 553 Williams st . . . . . Master  
Paul Elcombe, 571 7th ave N . . . . . Secretary  
Harry Wise, 636 McWilliams st . . . . . Collector  
E. M. Sawyer, 625 7th ave. N . . . . . Receiver  
W. L. Harrison, Grand Union Hotel, . . . . . Magazine Agent

**198. LANDMARK; Glendive, Montana.**

Meets in Masonic Hall, every Tuesday evening.

B. P. Johnson . . . . . Master  
S. N. Van Blaricom . . . . . Secretary  
W. B. Cavender . . . . . Collector  
Jas. McKenzie, Forsyth . . . . . Receiver  
B. P. Johnson . . . . . Magazine Agent

**129. MINERAL KING; Escanaba, Mich.**

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.

F. E. Wilder, 502 Charlotte st . . . . . Master  
C. J. Dady, Box 452 . . . . . Secretary  
H. A. Berrigan, Box 507 . . . . . Collector  
M. C. Gibbs, 425 Campbell st . . . . . Receiver  
J. T. Burns, Box 316 . . . . . Magazine Agent

**130. GUIDING STAR; Milwaukee, Wis.**

Meets in Firemen's Hall, Lake and Reed sts. 2d and 4th Sundays.

C. S. McAuliffe, 3116 Mt. Vernon ave . . . . . Master  
F. J. Kline, 225 Greenbush st . . . . . Secretary  
J. E. Roberts, 34 34th st . . . . . Collector  
J. E. Roberts, 34 34th st . . . . . Receiver  
A. J. Hall, 774 Racine st . . . . . Magazine Agent

**131. GOLDEN RULE; Stevens Point, Wis.**

Meets in Adams' Hall, 2d and 4th Sundays at 2:30 P. M.

T. E. McPhail, 402 Center st . . . . . Master  
F. A. Rodgers, 217 Dixon st . . . . . Secretary  
E. J. O'Brien . . . . . Collector  
T. E. McPhail, 402 Center st . . . . . Receiver  
B. W. Willett . . . . . Magazine Agent

**132. MARVIN HUGHITT; Eagle Grove, Iowa.**

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2:30 P. M.

O. F. Schoonover . . . . . Master  
F. E. Packard . . . . . Secretary  
Nelson Marshall . . . . . Collector  
J. H. Howell . . . . . Receiver  
W. J. Robinson . . . . . Magazine Agent

**133. SPRAGUE; Sprague, Wash.**

Meets in B. of L. E. Hall every Monday at 1:30 P. M.

J. S. Burns . . . . . Master  
C. W. Shunk . . . . . Secretary  
W. K. Stormont . . . . . Collector  
J. S. Burns . . . . . Receiver  
Sam'l. Shepherd, Box 70 . . . . . Magazine Agent

**134. EASTMAN; Farnham, Quebec.**

Meets in I. O. O. F. Hall every Sunday at 8 P. M.

Wm. Watts . . . . . Master  
H. E. Cowan . . . . . Secretary  
Chas. McGuire . . . . . Collector  
E. W. Gibson . . . . . Receiver  
Jno. Williams . . . . . Magazine Agent

**135. NEW YEAR; El Paso, Texas.**

Meets in Myer's Opera House, every Tuesday at 7:30 P. M.

J. C. Simino, Box 256 . . . . . Master  
Jno. Connell, Box 108 . . . . . Secretary  
J. T. McManus, Box 108 . . . . . Collector  
O. W. Bernard, Box 108 . . . . . Receiver  
M. E. Welsh, 405 Texas st . . . . . Magazine Agent

**136. J. SCOTT; Lindsay, Ontario.**

Meets in S. O. E. Hall alternate Sundays at 2:30 P. M.

Wm. Dolby, Box 516 . . . . . Master  
J. A. Watson, Box 516 . . . . . Secretary  
W. H. Drummond, Box 516 . . . . . Collector  
J. A. Watson, Box 516 . . . . . Receiver  
Sam'l. Harris . . . . . Magazine Agent

**137. PROTECTION; Eldon, Iowa.**

Meets in K. of P. Hall 2d Sunday and 4th Monday at 2:30 P. M.

Wm. Taylor . . . . . Master  
E. H. Finney, Box 422 . . . . . Secretary  
J. L. Chinn . . . . . Collector  
G. W. Trott . . . . . Receiver  
W. W. Friend . . . . . Magazine Agent

**138. UNION; Freeport, Ill.**

Meets in A. O. U. W. Hall, 2d and 4th Sunday

W. T. Viford . . . . . Master  
E. J. Scanlon, 121 State st . . . . . Secretary  
F. C. Stevenson, 13 Wenneshirk st . . . . . Collector  
E. J. Scanlon, 121 State st . . . . . Receiver  
C. E. Forbush, 715 Chestnut st., Rockford, . . . . . Magazine Agent

**139. MT. WHITNEY; Sumner, Cal.**

Meets in Druids' Hall every Saturday at 2 P. M.

C. A. Devins . . . . . Master  
W. H. Cleveland . . . . . Secretary  
Milton Nicholson . . . . . Collector  
F. A. Crosby . . . . . Receiver  
Parker Barrett . . . . . Magazine Agent

**140. MOUNT OURAY; Salida, Colo.**

Meets in Odd Fellows' Hall, every Monday at 7:30 P. M.

N. A. Worden, Box 599 . . . . . Master  
W. G. Stewart, Box 517 . . . . . Secretary  
E. J. Templeton, Box 599 . . . . . Collector  
M. M. Smith, Box 599 . . . . . Receiver  
H. E. Lowry, Box 591 . . . . . Magazine Agent

**141. A. G. PORTER; Fort Wayne, Ind.**

Meets in B. of L. E. Hall, 79 and 81 Calhoun st every Monday at 7:30 P. M.

M. G. Walker, 278 E. Jefferson st . . . . . Master  
P. H. Ryan, 210 LaFayette st . . . . . Secretary  
Wm. O'Connell, 97 E. Jefferson st . . . . . Collector  
F. M. Enslin, 139 Fairfield ave. . . . . Receiver  
J. M. Lynch, Box 438, Bellevue, O. . . . . Mag. Agen

**142. SAFETY; Toledo, Ohio.**

Meets in Emery Hall, Broadway, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.

C. E. Starkey, 918 Broadway . . . . . Master  
Geo. Bittman, 634 S. St. Clair st . . . . . Secretary  
C. E. Starkey, 918 Broadway . . . . . Collector  
Geo. Bittman, 634 S. St. Clair st . . . . . Receiver  
E. O. Brennan, 123 Jarvis st . . . . . Magazine Agent

**143. E. C. FELLOWS; West Oakland, Cal.**

Meets in Bartlett Hall every Wednesday evening.

J. H. Follrath, 1861 E. 11th st, E Oakland, Master  
T. J. Roberts, 1006 Pine st . . . . . Secretary  
W. J. Edwards, 1255 7th st . . . . . Collector  
T. J. Roberts, 1006 Pine st . . . . . Receiver  
P. S. Grant, 1863 William st., Oakland . . . . . Magazine Agent

**144. DECORATION Chicago, Ill.**

Meets in Schoen's Hall, Ogden ave. and 12th st 1st Sunday afternoons and 2d and 4th Thursday evenings.

Martin Murphy, 466 Hastings st . . . . . Master  
F. E. Neely, 470 Campbell ave . . . . . Secretary  
Frank Lumppp, 334 Hastings st . . . . . Collector  
F. E. Neely, 470 Campbell ave . . . . . Receiver  
H. C. Fromm, 521 W. 13th st . . . . . Magazine Agent

**145. DAVY CROCKETT; San Antonio, Texas.**

Meets in Jones' Hall, 710 Austin st., every Tuesday at 7:30 P. M.

J. R. Norton, 1225 ave. D . . . . . Master  
G. A. Cook, 409 Sherman st . . . . . Secretary  
F. C. Bixby, 715 Chestnut st . . . . . Collector  
W. W. Forrester, 917 Mesquite st . . . . . Receiver  
E. B. Henny, 218 Brooks st . . . . . Magazine Agent

**146. BAYOU CITY; Houston, Texas.**

Meets in Bell's Hall, Liberty ave, Fifth Ward every Monday at 2:30 P. M.

J. C. Cole, 1805 Hardy st . . . . . Master  
J. G. Mulvey, 1503 Brooks st . . . . . Secretary  
Wm. Whiting . . . . . Collector  
D. M. Moody, 1512 Hardy st . . . . . Receiver  
J. H. Nee, 1503 Brooks st . . . . . Magazine Agent

**147. MIDLAND; Temple, Texas.**

Meets in B. of L. E. Hall every Monday at 8 P. M.

Arthur Haines, L. Box 106 . . . . . Master  
H. C. Pitts, L. Box 105 . . . . . Secretary  
W. T. McGinnis, L. Box 306 . . . . . Collector  
T. H. Boyd, L. Box 105 . . . . . Receiver  
S. M. Meeks, Call Box 305 . . . . . Magazine Agent

**148. SUNNY SOUTH; Tyler, Texas.**

Meets in Engineers' Hall every Thursday at 7:30 P. M.

J. T. Peyton, 902 N. Fannie ave . . . . . Master  
W. J. Lankford, Box 132 . . . . . Secretary  
W. H. McCorkle, 1001 North and B. sts., Collect  
Daniel Fogarty, 524 Valentine st . . . . . Receiver  
W. T. Phillips, 922 N. Fannie ave . . . . . Mag. Agent

- 149. JUST IN TIME; New York, N. Y.**  
Meets in Horton Hall, 110 E. 125th st., 2d and 4th Thursdays at 8 P. M.  
A. H. Hawley, 58 W. 134th st. . . . . Master  
S. D. Lappine, 172 E. 118 st. . . . . Secretary  
P. J. Gahagan, 317 W. 145th st. . . . . Collector  
R. T. Roscoe, 944 E. 178th st. . . . . Receiver  
A. H. Hawley, 58 W. 134th st. . . . . Magazine Agent
- 150. S. M. STEVENS; Marquette, Mich.**  
Meets in L. Huttler's Hall, 1st and 3d Sundays.  
J. W. Watt, 347 Fisher st. . . . . Master  
J. B. Crowley, 127 Fisher st. . . . . Secretary  
S. W. Thomas, 412 W. Washington st. . . . . Collector  
G. McK. Gibson, 212 Division st. . . . . Receiver  
J. B. Crowley, 127 Fisher st. . . . . Magazine Agent
- 151. MAPLE LEAF; Hamilton, Ontario.**  
Meets in Maccabees Hall, Hughson st., 1st and 3d Sundays.  
Chas. Morgan, 30 Barton st. . . . . Master  
C. E. Southerst, 44 Florence st. . . . . Secretary  
Chas. Evans, 432 Locke st N. . . . . Collector  
J. D. Mills, 32 Inchbury st. . . . . Receiver  
Wm. Perkins, 304 Catherine st N. . . . . Mag. Agent
- 152. NORTH POLE; West Bay City, Mich.**  
Meets in New K. P. Hall, 1st and 3d Sundays at 2 P. M.  
J. A. Deen, 109 Hart st. . . . . Master  
E. A. McPeak, 512 State st. . . . . Secretary  
J. O. Goodwin, Box 251 . . . . . Collector  
E. A. McPeak, 512 State st. . . . . Receiver  
Thos. Doyle . . . . . Magazine Agent
- 153. E. C. LORD; Fort Scott, Kansas.**  
Meets in K. of P. Hall, Main and 2d sts., 1st and 3d Mondays at 2 P. M.  
J. P. O'Brien, 124 So. Margrave st. . . . . Master  
W. W. Campbell, 118 N. Broadway . . . . . Secretary  
C. E. Wilson, 124 So. Margrave st. . . . . Collector  
W. B. Lane, 215 Hill st. . . . . Receiver  
W. W. Campbell, 118 N. Broadway . . . . . Mag. Agent
- 154. McKEE; Chanute, Kansas.**  
Meets in Masonic Hall, every Thursday at 7:30 P. M.  
P. M. Roby, Box 629 . . . . . Master  
E. K. Brehl, Box 535 . . . . . Secretary  
J. W. Fox . . . . . Collector  
J. H. Forbes, Box 375 . . . . . Receiver  
F. J. Juleson, L. Box 698 . . . . . Magazine Agent
- 155. J. F. BINGHAM; New York, N. Y.**  
Meets in Central Hall, 147 W. 32d st., 1st and 3d Saturdays at 8 P. M.  
W. F. Robinson, 12 Deroot st., High Bridge . . . . . Master  
J. J. Lovett, 302 W. 146th st. . . . . Secretary  
J. J. Lovett, 302 W. 146th st. . . . . Collector  
Theo. Fry, 953 Columbus ave. . . . . Receiver  
Magazine Agent
- 156. JECHE; Palestine, Texas.**  
Meets in Engineers' Hall every Monday at 7:30 P. M.  
Jos. Terre, Box 92 . . . . . Master  
J. H. Frost, Box 232 . . . . . Secretary  
M. A. Richardson, Box 282 . . . . . Collector  
P. C. Imrie, Box 232 . . . . . Receiver  
Milton Meridith . . . . . Magazine Agent
- 157. ECHO; Peru, Ind.**  
Meets in B. of L. F. Echo Hall, 1st and 2d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.  
F. L. Wade . . . . . Master  
Lincoln Scott . . . . . Secretary  
M. E. Whetzel . . . . . Collector  
T. P. Doud, 180 W. 7th st. . . . . Receiver  
G. M. Jackson . . . . . Magazine Agent
- 158. STANDARD; Detroit, Mich.**  
Meets in B. of R. T. Hall, 82 and 84 Gratiot ave., 1st and 3d Sundays at 2 P. M.  
J. A. Siebert, 378 Welch ave. . . . . Master  
C. E. McAdams, 187 Orleans st. . . . . Secretary  
Farlon Keyes, 378 Welch ave. . . . . Collector  
G. L. Sutherland, 848 Junction ave. . . . . Receiver  
J. A. Siebert, 378 Welch ave. . . . . Magazine Agent
- 159. W. H. THOMAS; Nashville, Tenn.**  
Meets in I. O. O. F. Hall, corner Church and High sts., every Monday at 9:30 A. M.  
P. O. Rickman, 1216 Martin st. . . . . Master  
J. H. Porter, 1902 State st. . . . . Secretary  
Jas. Gibbons, 1901 Patterson st. . . . . Collector  
W. C. McCombs, 321 Knowles st. . . . . Receiver  
C. J. Harrison, 1061 So. Market st. . . . . Mag. Agent
- 160. C. J. HEPBURN; Evansville, Ind.**  
Meets in Royal Arcanum Hall, cor. Main and Fifth sts., 2d and 4th Sundays at 2 P. M.  
W. H. Boleman, 114 William st. . . . . Master  
R. T. Skinner, 619 William st. . . . . Secretary  
H. P. McLeish, 1010 Chestnut st. . . . . Collector  
M. A. Hoffman, 305 Olive st. . . . . Receiver  
W. H. Boleman, 114 William st. . . . . Magazine Agent
- 161. HERALD; Burlington, Iowa.**  
Meets in K. P. Hall, 210-214 N. 4th st., 2d and 4th Sundays.  
J. A. Richards, 1709 Orchard st. . . . . Master  
Lewis Benthel, 818 N. 10th st. . . . . Secretary  
J. A. Richards, 1709 Orchard st. . . . . Collector  
J. D. Hawksworth, 2803 Madison st. . . . . Receiver  
H. C. Lieben, 820 N. Oak st. . . . . Magazine Agent
- 162. PROSPECT; Elkhart, Ind.**  
Meets in Blackburn Hall 1st and 3d Sundays at 2 P. M., and 2d and 4th Wednesdays at 7 P. M.  
Wallace Marker, 122 State st. . . . . Master  
J. C. Doty, 510 Harrison st. . . . . Secretary  
J. C. Doty, 510 Harrison st. . . . . Collector  
Stephen Duseau, 323 Jefferson st. . . . . Receiver  
I. J. Miller, Box 1146 . . . . . Magazine Agent
- 163. ETNA; Pine Bluff, Ark.**  
Meets in Atkinson Hall, cor. Main and 2d ave, 1st and 3d Fridays at 2:30 P. M., and 2d and 4th Fridays at 7:30 P. M.  
Thaddeus Coshey, 1905 E. Boreque st. . . . . Master  
Wm. Mason, 104 Pennsylvania st. . . . . Secretary  
Wm. Farley, Avenue Hotel . . . . . Collector  
W. H. Rice, 519 E. 8th ave. . . . . Receiver  
W. H. Graves, 1005 Alabama st. . . . . Mag. Agent
- 164. EEL RIVER; Ashley, Ind.**  
Meets in Engineer's Hall every Wednesday evening.  
F. M. Kelley . . . . . Master  
C. E. Blair . . . . . Secretary  
G. E. Scoville . . . . . Collector  
W. H. Tucker . . . . . Receiver  
F. M. Stafford, 648 LaFayette ave., Detroit, Mich. . . . . Magazine Agent
- 165. ROBERT ANDREWS; Andrews, Ind.**  
Meets in Firemen's Hall every Monday evening.  
Jos. Corbett . . . . . Master  
W. J. Gleason . . . . . Secretary  
C. H. Keefer . . . . . Collector  
B. F. Morris . . . . . Receiver  
Jos. Corbett . . . . . Magazine Agent
- 166. WM. HUGO; Huntington, Ind.**  
Meets in Firemen Hall, Geo. Cerlew Bldg, 1st, 2d and 3d Wednesday evenings and 4th Sunday at 2 P. M.  
C. M. Keller, 118 E. Washington st. . . . . Master  
W. H. Willets, 68 Webster st. . . . . Secretary  
G. H. Holland, 63 Henry st. . . . . Collector  
Alvin McEnderfer, 14 N. Jefferson st. . . . . Receiver  
C. F. Blumer, 59 Webster st. . . . . Magazine Agent
- 167. MOUNT HOOD; The Dalles, Oregon.**  
Meets in K. of P. Hall every Wednesday at 7:30 P. M.  
W. W. Young, Box 308 . . . . . Master  
Alex. Clegg, Box 266 . . . . . Secretary  
J. H. Douglas . . . . . Collector  
J. P. Linehard, Station B . . . . . Receiver  
F. E. Adams . . . . . Magazine Agent
- 168. GUARD RAIL; North La Crosse, Wis.**  
Meets in K. of P. Hall, 715 Rose st., La Crosse, 1st and 3d Mondays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M.  
A. E. Ross, 1545 Loomis st. . . . . Master  
J. E. Wells, Batavian Bank Building, Room 15, La Crosse . . . . . Secretary  
E. C. Schneider, Portage . . . . . Collector  
A. T. Combellick, Loomis st. . . . . Receiver  
D. D. Lewis, 1613 Prospect st. . . . . Magazine Agent
- 169. H. G. BROOKS; Hornellville, N. Y.**  
Meets in B. of L. F. Hall every Monday at 7:30 P. M.  
J. L. Collins, 43 E. Main st. . . . . Master  
T. J. Glynn, 11 Pardee st. . . . . Secretary  
A. H. Spencer, 18 Elm st. . . . . Collector  
A. H. Spencer, 18 Elm st. . . . . Receiver  
C. M. Green, 30 Davenport st. . . . . Magazine Agent
- 170. PRAIRIE; Haron, S. Dakota.**  
Meets in I. O. O. F. Hall, cor. 3d and Wisconsin sts., 2d and 4th Sundays at 10 A. M.  
W. H. Bliss, 531 Utah st. . . . . Master  
H. H. Freeman . . . . . Secretary  
F. W. Cushman . . . . . Collector  
G. E. Briggs, 466 Idaho st. . . . . Receiver  
F. M. Brown, 430 Utah st. . . . . Magazine Agent

**171. SUNBEAM; Truro, Nova Scotia.**

Meets in McKay's Hall, 1st Saturday and 3d and 4th Wednesdays.  
 J. K. Fraser, Box 436 . . . . . Master  
 T. G. Dickson, Box 239 . . . . . Secretary  
 Wm. McLean . . . . . Collector  
 F. M. White . . . . . Receiver  
 J. M. Kennedy . . . . . Magazine Agent

**172. F. G. LAWRENCE; Ottawa, Ontario.**

Meets in Manchester Hall, alternate Sundays.  
 H. A. H. McCauley, Hintonburg P. O. . . . . Master  
 Chas. Sims, 680 Albert st. . . . . Secretary  
 W. H. Wood, 217 Bridge st. . . . . Collector  
 J. F. Suddaby, 307 Ann st. . . . . Receiver  
 . . . . . Magazine Agent

**173. PACIFIC; Winslow, Arizona.**

Meets in B. of L. F. Hall every Sunday at 2 P. M.  
 H. H. Downs . . . . . Master  
 B. A. Workman . . . . . Secretary  
 S. S. Harris . . . . . Collector  
 B. A. Workman . . . . . Receiver  
 A. W. Paxton, L. Box 10 . . . . . Magazine Agent

**174. HARRISBURG; Harrisburg, Pa.**

Meets in Sible's Hall, S. E. cor. 3d and Cumberland sts., 2d and 4th Sundays at 1 P. M.  
 T. R. Koons, 606 Kelker st. . . . . Master  
 H. O. Motter, 1945 Moltke ave. . . . . Secretary  
 J. Seitz, 613 Harris st. . . . . Collector  
 Wm. Blessing, 422 Riley st. . . . . Receiver  
 W. H. Morne, 1504 W. 6th st. . . . . Magazine Agent

**175. TAYLOR; Newark, O.**

Meets in O. R. C. Hall, south side square, every Wednesday evening.  
 T. F. Roberts, 56 Mill st. . . . . Master  
 T. C. Huffman, 13 Webb st. . . . . Secretary  
 W. Taylor, 234 Race st. . . . . Collector  
 Brad Tobin, 228 Indiana st. . . . . Receiver  
 . . . . . Magazine Agent

**176. MAIN LINE; Clinton, Ill.**

Meets in Firemen's Hall every Monday evening.  
 S. F. Burt . . . . . Master  
 J. H. Colgan, 239, N. 14th st., Springfield, . . . . . Secretary  
 L. P. Kurt . . . . . Collector  
 F. H. Hinckley . . . . . Receiver  
 . . . . . Magazine Agent

**177. SUNSET; Marshall, Texas.**

Meets in K. P. Hall every Thursday at 7:30 P. M.  
 Glenn Holmes . . . . . Master  
 E. S. Hardy, Box 184 . . . . . Secretary  
 E. C. O'Connor . . . . . Collector  
 H. H. Edwards, Box 184 . . . . . Receiver  
 J. C. Brown . . . . . Magazine Agent

**178. SALT LAKE; Salt Lake City, Utah.**

Meets in Temple of Honor Hall, cor. Main and 1st South sts., every Monday evening.  
 C. J. Selby, 552 W. 4th South st. . . . . Master  
 F. W. Mitchell, Box 17 . . . . . Secretary  
 C. C. Woodruff, 472 N. 3d West st. . . . . Collector  
 Jno. Mace, 634 S. 8th West st. . . . . Receiver  
 F. W. Mitchell, Box 17 . . . . . Magazine Agent

**179. BEE HIVE; Lincoln, Neb.**

Meets in Young's Hall, 1519 O st., 2d and 4th Sundays at 2 P. M.  
 J. V. Hall, 229 N. 10th st. . . . . Master  
 J. K. Robinson, Box 931 . . . . . Secretary  
 W. A. Hammond . . . . . Collector  
 J. K. Robinson, Box 931 . . . . . Receiver  
 . . . . . Magazine Agent

**180. THREE STATES; Cairo, Ill.**

Meets in Casino Hall, cor. 12th st. and Washington ave., 1st and 3d Monday evenings.  
 Wm. O'Loughlin, 511 11th st. . . . . Master  
 J. J. Kelly, 331 28th st. . . . . Secretary  
 J. H. Pollock, 210 20th st. . . . . Collector  
 Frank Gilman, 200 20th st. . . . . Receiver  
 Robt. White, 222 18th st. . . . . Magazine Agent

**181. WELLINGTON; Palmerston, Ontario.**

Meets in Odd Fellows Hall 1st and 3d Sundays.  
 Thos. Adams . . . . . Master  
 W. J. Nicoll, Box 85 . . . . . Secretary  
 A. Dunbar, Southampton . . . . . Collector  
 Jas. Nicholson, Box 21 . . . . . Receiver  
 Alex. Edmiston, Kincardine . . . . . Magazine Agent

**182. MAGIC CITY; Roanoke, Va.**

Meets in Odd Fellows' Hall, cor. Salem ave and Jefferson st., 2d and 4th Sundays at 10 A. M.  
 D. Ledgerwood, 717 4th ave, N. W. . . . . Master  
 W. W. Sims, 322 12th st. N. W. . . . . Secretary  
 J. W. Sawyers, 721 Fourth ave. N. W. . . . . Collector  
 Lee Moore, East End Rd House . . . . . Receiver  
 A. K. Hughes, 213 12th st N. W. . . . . Mag. Agent

**183. LAKE SHORE; Collingwood, Ohio.**

Meets in I. O. O. F. Hall every Thursday evening.  
 H. T. Gage . . . . . Master  
 J. H. Sturges . . . . . Secretary  
 L. H. Pickard . . . . . Collector  
 H. I. Miller, Box 154 . . . . . Receiver  
 . . . . . Magazine Agent

**184. LIMA; Lima, Ohio.**

Meets in B. of L. F. Hall, 1st and 3d Sundays at 2 P. M. and 2d and 4th Thursdays at 7 P. M.  
 C. M. Johnson, 127 W. Market st. . . . . Master  
 A. J. Gustason, 768 Broadway ave . . . . . Secretary  
 J. A. Sheely, 306 Water st. . . . . Collector  
 J. N. Clutter, 517 W. High st. . . . . Receiver  
 L. P. Tolby, 455 N. West st. . . . . Magazine Agent

**185. FIDELITY; Delphos, Ohio.**

Meets in G. A. R. Hall, Main st., 2d and 4th Sundays at 2 P. M.  
 A. A. Washburn, L. Box 78 . . . . . Master  
 C. L. Young, L. Box 341 . . . . . Secretary  
 P. H. Cowdin . . . . . Collector  
 A. A. Washburn, L. Box 78 . . . . . Receiver  
 L. E. Ackery . . . . . Magazine Agent

**186. CHAMBERLIN; Chicago, Ill.**

Meets in Walther's Hall, 3934 State st., 1st and 3d Sundays.  
 W. H. E. Green, 3609 Portland st. . . . . Master  
 J. M. Manning, 405 Duncan Park . . . . . Secretary  
 Edw. Koch . . . . . Collector  
 Jno. Vass, 1087 E. North st, Decatur . . . . . Receiver  
 Jno. Kiler, S. W. cor. Root and School sts. . . . . Magazine Agent

**187. LITTLE GIANT; Charleston, Ill.**

Meets in Federation Hall 1st and 3d Sundays at 2:30 P. M. and 2d and 4th Tuesdays at 7:30 P. M.  
 W. B. Brown . . . . . Master  
 W. F. Freeman, Box 156 . . . . . Secretary  
 LeRoy Anderson . . . . . Collector  
 W. F. Freeman, Box 156 . . . . . Receiver  
 J. F. Nehrlich, Box 116 . . . . . Magazine Agent

**188. S. S. MERRILL; Chicago, Ill.**

Meets in Michle Hall, cor. Western ave. and Indiana St., 1st and 3d Sundays at 2:30 P. M.  
 E. R. Roderick, 874 Indiana st. . . . . Master  
 Fred Myers, 170 N. Western ave. . . . . Secretary  
 T. Wells, 1120 Superior st. . . . . Collector  
 L. L. Gay, 32 California ave. . . . . Receiver  
 E. R. Roderick, 874 Indiana st. . . . . Magazine Agent

**189. BALDWIN; Ft. Howard, Wis.**

Meets in B. of L. F. Hall, cor. Adams and Pin sts., 2d and 4th Sundays at 2 P. M.  
 Martin Sheehy . . . . . Master  
 D. E. Hogan, L. Box 306 . . . . . Secretary  
 R. C. Crane, Green Bay . . . . . Collector  
 Martin Sheehy . . . . . Receiver  
 H. G. Kull . . . . . Magazine Agent

**190. FERGUSON; Sanborn, Iowa.**

Meets in I. O. O. F. Hall, 2d and 4th Sundays at P. M.  
 Emmet Wentworth, Box 102 . . . . . Master  
 F. L. Powell . . . . . Secretary  
 C. J. Walston . . . . . Collector  
 C. J. Walston . . . . . Receiver  
 Thos. Helman . . . . . Magazine Agent

**191. CUSTER; Livingston, Montana.**

Meets in Miles' Hall every Wednesday at 7:30 P. M.  
 J. A. Marshall, Box 303 . . . . . Master  
 J. M. Lannon, L. Box 412 . . . . . Secretary  
 A. C. Wilson, L. Box 303 . . . . . Collector  
 A. M. Getchell, L. Box 321 . . . . . Receiver  
 Michael McGilvary, L. Box 269 . . . . . Magazine Agent

**192. MT. TACOMA; Tacoma, Wash.**

Meets in I. O. O. F. Hall, 314 E. 26th st., ever Tuesday at 7:30 P. M.  
 A. E. Swab, 413 E. 28th st. . . . . Master  
 W. W. Thompson, 403 Puyallup ave . . . . . Secretary  
 J. J. Driscoll, 409 21st st. . . . . Collector  
 J. M. Matheson, 218 E 26th st. . . . . Receiver  
 W. V. Hawley, 405 Puyallup ave. . . . . Magazine Agent



- 193. J. B. MAYNARD; East Portland, Oregon.**  
Meets in Ross Hall, 24½ Union ave. So. Portland  
2d and 4th Sundays.  
J. F. McQuaid, S. P. R. R. Shops, Portland . . . Master  
G. B. Gollings, 209 E. 5th st., Portland . . . Secretary  
J. S. Montgomery, 24½ Union ave., So.  
Portland . . . Collector  
D. J. Byrne, 20th and E. Glisan st., Port-  
land . . . Receiver  
Alex. Mackay, Box 287, Union ave So.,  
Portland . . . Magazine Agent
- 194. BONANZA; Missoula, Montana.**  
Meets in Odd Fellows' Hall 1st and 3d Sundays  
at 2:30 P. M.  
W. G. Marshall . . . Master  
J. B. Powers . . . Secretary  
S. L. Kelley . . . Collector  
H. L. Shapard . . . Receiver  
J. E. Mulligan . . . Magazine Agent
- 195. RE-ECHO; Montpelier, Idaho.**  
Meets in Montpelier Hall Fridays at 7:30 P. M.  
Wm. Richmond, Box 37 . . . Master  
Jno. Gallagher . . . Secretary  
Jos. McIlwain . . . Collector  
Henry Douglas, Box 12 . . . Receiver  
F. R. Richards . . . Magazine Agent
- 196. CLOUD CITY; Leadville, Colo.**  
Meets in Kostich Hall, 615 Har ave., 1st and 3d  
Tuesdays at 7:30 P. M.  
S. H. Sollers . . . Master  
G. W. Buffehr, 217 E. 12th st. . . Secretary  
G. McGonigal, 306 W. 4th st. . . Collector  
T. J. Welsh, 12 Union Block . . . Receiver  
F. W. Strasser, 182 E. 12th st. . . Magazine Agent
- 197. RIVERSIDE; Savanna, Ill.**  
Meets in Engineers' Hall, 1st and 3d Mondays at  
9 A. M.  
P. J. McGarvey . . . Master  
L. D. McKee . . . Secretary  
J. H. Pulford, Jr, Box 375 . . . Collector  
Leonard Hulbert . . . Receiver  
Frank Echard, Box 118 . . . Magazine Agent
- 198. MAPLE CITY; Norwalk, Ohio.**  
Meets in K. of P. Hall, 1st Sunday afternoon  
and 3d Sunday evening.  
W. Y. Dennis . . . Master  
G. A. Lambert, 7 E. League st. . . Secretary  
E. C. Somers . . . Collector  
W. Y. Dennis . . . Receiver  
W. C. Wright, Ford ave . . . Magazine Agent
- 199. MAHONING; Youngstown, Ohio.**  
Meets in Trainmen's Hall, 22 W. Federal st., 2d  
Sunday and 4th Thursday.  
M. J. Welch, 25 Darrow st. . . Master  
Jno. Farragher . . . Secretary  
Michael Hallisy . . . Collector  
M. J. Welch, 25 Darrow st . . . Receiver  
Magazine Agent
- 200. FAITH; Meridian, Miss.**  
Meets in B. of L. E. Hall every Monday at 2 P. M.  
R. L. Armistead, 405 39th ave . . . Master  
Albert Stockdale, 425 39th ave . . . Secretary  
J. E. Mitchell . . . Collector  
J. L. Stutz, 807 21st st . . . Receiver  
R. L. Armistead, 405 39th ave . . . Magazine Agent
- 201. FRIENDLY HAND; Jackson, Tenn.**  
Meets in Greer Hall, cor. Main and Market sts.,  
every Saturday evening.  
J. C. Lindsey, Box 125 . . . Master  
J. S. King, 125 Middle ave . . . Secretary  
Wm. Cook, 185 Earley st . . . Collector  
U. G. Chilton, 561 E. Chester st . . . Receiver  
J. A. Wagner, 216 Chester st . . . Magazine Agent
- 202. SCIOTO; Chillicothe, O.**  
Meets in Clough Hall, cor. Main and Mulberry  
sts, 1st and 3d Sundays.  
D. C. Green, 544 E. Second st . . . Master  
R. C. Thompson, Loveland . . . Secretary  
W. H. Cutter, 272 E. Main st . . . Collector  
Wm. Hyson, 294 E. 4th st . . . Receiver  
J. W. Rumpf, 213 N. Hirm st . . . Magazine Agent
- 203. GARFIELD; Garrett, Ind.**  
Meets in Frederick Hall every Sunday at 2 P. M.  
W. F. Eagan . . . Master  
S. G. Pierce, Box 163 . . . Secretary  
Chas. Krutch . . . Collector  
C. F. Reneman, Box 96 . . . Receiver  
D. P. Olden, Box 164 . . . Magazine Agent
- 204. COTTON BELT; Jonesborough, Ark.**  
Meets in K. of P. Hall every Saturday at 2 P. M.  
J. L. Spence . . . Master  
W. E. Smith . . . Secretary  
W. E. Smith . . . Collector  
A. A. Goin . . . Receiver  
W. B. Jenkins, Box 166 . . . Magazine Agent
- 205. FLOWER OF THE WEST; Topeka, Kan.**  
Meets in B. of L. E. Hall, cor. E. 4th and Adams  
sts., 2d and 4th Tuesdays at 7:30 P. M.  
Christ. McGinnis, 322 Jefferson st. . . Master  
E. D. Webb, 314 Quincy st. . . Secretary  
E. H. Powell, 1301 E. 4th st. . . Collector  
Christ. McGinnis, 322 Jefferson st. . . Receiver  
H. W. Chapman, 329 Klein st. . . Magazine Agent
- 206. FORT PICKERING; Memphis, Tenn.**  
Meets in Miller's Hall, cor. Penna. and Iowa  
aves. every Tuesday at 7:30 P. M.  
Peter Eich, 789 Main st . . . Master  
W. A. Weatherall, Station A . . . Secretary  
J. A. Murray, 62 Virginia ave . . . Collector  
W. A. Weatherall, Station A . . . Receiver  
J. E. Hellon, 135 Pennsylvania ave . . . Mag. Agent
- 207. LOYAL; Meadville, Pa.**  
Meets in B. of L. F. Hall, 912 Water st., every  
Tuesday evening.  
Lou Byers, 287 Walnut st. . . Master  
W. A. Smith, Box 792 . . . Secretary  
F. B. Stalecker, 668 Water st. . . Collector  
W. F. Emerick, Vallonia . . . Receiver  
W. A. Smith, Box 792 . . . Magazine Agent
- 208. KEYSTONE; Susquehanna, Pa.**  
Meets in Doran's Hall, alternate Tuesday even-  
ings.  
Daniel Creegan, Box 291 . . . Master  
C. W. Anderson, Box 337 . . . Secretary  
Jno Hile, Box 82 . . . Collector  
C. W. Anderson, Box 337 . . . Receiver  
J. J. Hogan, Box 937 . . . Magazine Agent
- 209. SARATOGA; Whitehall, N. Y.**  
Meets in B. of L. F. Hall, Old National Bank  
building, alternate Sundays at 2:30 P. M.  
B. A. Long, Box 302 . . . Master  
L. C. Gray . . . Secretary  
H. E. Gaines, Box 123 . . . Collector  
Walter Johnson, Box 59 . . . Receiver  
J. W. Farrar, Box 361 . . . Magazine Agent
- 210. 18-K; Schenectady, N. Y.**  
Meets in Carpenters' and Joiners' Hall, 336 State  
st, 1st and 3d Tuesdays.  
J. E. Van Vranken, Box 497 . . . Master  
Homer Egnar, 302 Paige st . . . Secretary  
Jno. Vrooman, Box 497 . . . Collector  
J. E. VanVranken, Box 497 . . . Receiver  
Wm. Hogan, 429 Hamilton st. . . Magazine Agent
- 211. ONOKO; South Easton, Pa.**  
Meets in Bragg's Hall, 1st and 3d Sundays at 2  
P. M.  
Robt. Schmidt, 927 Berwick st . . . Master  
C. L. McKee, 209 S. 5th st., Easton . . . Secretary  
E. T. James, 432 Wilksbarre st . . . Collector  
F. O. Reber, 109 Delaware st . . . Receiver  
W. Gausline, 1056 Butler st. Easton, Mag. Agent
- 212. EMPIRE; Watertown, N. Y.**  
Meets in Red Men's Hall, 2d and 4th Sundays.  
Aaron Cartwright, 17 Meadows st . . . Master  
T. H. Lynch, 101 Factory st . . . Secretary  
G. W. Stumpf, 2 Orchard st . . . Collector  
F. C. Nichols, 12 Poplar st . . . Receiver  
Andrew McGowan, Carthage . . . Magazine Agent
- 213. WEST SHORE; Syracuse, N. Y.**  
Meets in Olbeter Hall, 1120 Bennett ave, every  
Thursday evening.  
A. F. Riley, 642 Bennett ave . . . Master  
F. L. Crosby, 207 Lexington ave . . . Secretary  
A. Pfeiffer, 140 Oak st . . . Collector  
Alfred Eddy, 132 Oak st . . . Receiver  
H. J. Hoolihan, 140 Oak st . . . Magazine Agent
- 214. ORIOLE; Baltimore, Md.**  
Meets in Smith's Hall, 20th st., 2d and 4th Sun-  
days.  
I. H. White, 20 W. Oliver st . . . Master  
Jas. Magraw, 20 W. Oliver st . . . Secretary  
H. W. M. Banks, 1015 Clifton Place . . . Collector  
T. C. Lambden, 1319 Eden st . . . Receiver  
I. H. White, 20 W. Oliver st . . . Mag. Agent

**215. EAST ALBANY; East Albany, N. Y.**

Meets in B. of L. F. Hall, every Tuesday evening.  
 J. W. Reed, 61 Pine st . . . . . Master  
 D. F. Teeling, 21 Broadway, Bath-on-Hudson . . . . . Secretary  
 G. A. March, 358 Broadway . . . . . Collector  
 G. E. Cone, 7 Park st, Bath-on-Hudson . . . . . Receiver  
 J. W. Reed, 61 Pine st . . . . . Magazine Agent

**216. LYON BROOK; Norwich, N. Y.**

Meets in Red Men's Room, So Broad st, 1st Monday and 3d Sunday.  
 G. W. Obenauer, Birdsall st . . . . . Master  
 R. E. Rowe, Globe Hotel . . . . . Secretary  
 F. M. Fenton, L. Box 120 . . . . . Collector  
 F. V. Thorp, L. Box 120 . . . . . Receiver  
 Robt. Benbow, Sheldon st . . . . . Magazine Agent

**217. HEADLIGHT; Brazil, Ind.**

Meets in K. of P. Hall 2d and 4th Sunday at 2 P. M.  
 J. N. Miller, Box 547 . . . . . Master  
 Wm. Fansler . . . . . Secretary  
 C. W. Miller, Box 547 . . . . . Collector  
 Jno. Boucher . . . . . Receiver  
 Elza Ax . . . . . Magazine Agent

**218. PIKE'S PEAK; Colorado City, Colo.**

Meets in Odd Fellows' Hall, 1st and 3d Tuesdays at 7:30 P. M.  
 L. L. Smith, Jr. . . . . Master  
 C. N. Snyder . . . . . Secretary  
 J. F. Murray . . . . . Collector  
 C. N. Snyder . . . . . Receiver  
 . . . . . Magazine Agent

**219. SMOKY CITY; Allegheny, Pa.**

Meets in B. of L. F. Hall, cor. Pennsylvania ave and Bidwell st., every Monday at 2:30 P. M.  
 Jos. Desmond, 26 Wayne st . . . . . Master  
 J. A. Frost, Jr., 6 New Superior st . . . . . Secretary  
 Peter Martin, 50 Kirkpatrick ave . . . . . Collector  
 D. J. Woods, 7 Penna. ave . . . . . Receiver  
 I. E. Stahl, 107 Lake st . . . . . Magazine Agent

**220. PROVIDENT; Sunbury, Pa.**

Meets in P. O. S. of A. Hall, Market st., 1st and 3d Sundays at 1 P. M.  
 J. H. Kemberling, 261 N. 4th st . . . . . Master  
 Wm. Park, Box 836 . . . . . Secretary  
 G. H. Morton . . . . . Collector  
 Solomon Cherry, 209 4th st . . . . . Receiver  
 H. D. Attick . . . . . Magazine Agent

**221. HURON; Point Edward, Ontario.**

Meets in Odd Fellows' Hall 1st and 3d Tuesdays.  
 J. R. Kee . . . . . Master  
 Dennis Burgess . . . . . Secretary  
 F. J. Burgess . . . . . Collector  
 J. S. Crawford . . . . . Receiver  
 J. C. Jack . . . . . Magazine Agent

**222. WEBSTER; Fort Dodge, Iowa.**

Meets in G. A. R. Hall, cor. 5th and Walnut sts., 2d and 4th Sundays at 2 P. M.  
 C. E. Snook . . . . . Master  
 O. G. Anderson, 1 River st . . . . . Secretary  
 T. F. Lowry . . . . . Collector  
 C. L. Carter . . . . . Receiver  
 W. H. Bird, Box 330 . . . . . Magazine Agent

**223. GREEN VALLEY; Grafton, W. Va.**

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.  
 G. D. Kellar, West Grafton . . . . . Master  
 J. D. E. Huffman . . . . . Secretary  
 J. C. Bishop, West Grafton . . . . . Collector  
 J. D. E. Huffman . . . . . Receiver  
 G. D. Kellar, West Grafton . . . . . Magazine Agent

**224. T. C. BOORN, St. Cloud, Minn.**

Meets in U. O. of W. Hall, cor. 5th ave. and 1st st. South, 2d Sunday at 2 P. M. and 4th Wednesday at 7:30 P. M.  
 J. A. Heath, 10th ave. N . . . . . Master  
 H. G. Ford, 407 19th ave N . . . . . Secretary  
 Hugh Gallagher, 7th st. N . . . . . Collector  
 Walter Bach, Box 159 . . . . . Receiver  
 W. M. Bowers, 419 17th ave. N. . . . . Magazine Agent

**225. SUPERIOR, Fort William West, Ontario.**

Meets in McDougall Hall, Fort William, every Wednesday at 2 P. M.  
 Jno. Whitehurst, Fort William . . . . . Master  
 Wm. Hall, Fort William . . . . . Secretary  
 A. N. Hobkirk, Fort William . . . . . Collector  
 Alfred Wankling, Fort William . . . . . Receiver  
 Jas. White, Fort William . . . . . Magazine Agent

**226. MAGNOLIA; Easla, Texas.**

Meets in I. O. O. F. Hall 2d and 4th Wednesdays at 7:30 P. M.  
 H. H. Kendall, H. & T. C. Shops . . . . . Master  
 W. M. Nicol, L. Box 136 . . . . . Secretary  
 W. M. Nicol, L. Box 136 . . . . . Collector  
 W. M. Nicol, L. Box 136 . . . . . Receiver  
 J. H. Dunkin, 165 Polk st, Dallas . . . . . Mag. Agent

**227. MAGNET; Binghamton, N. Y.**

Meets in Red Men's Hall, over Robinson's Planing Mill, office Chenango st, 2d and 3d Sundays at 2 P. M.  
 U. G. Weston, North Side Hotel . . . . . Master  
 J. T. Lewis, 238 Chenango st . . . . . Secretary  
 U. G. Weston, North Side Hotel . . . . . Collector  
 Theo. Haskins, 25 Frederick st . . . . . Receiver  
 M. F. Davern, 417 State st . . . . . Magazine Agent

**228. ACME; Scranton, Pa.**

Meets in G. A. R. Hall 1st and 3d Sundays at 2 P. M.  
 R. S. Gillingham, 128 10th st . . . . . Master  
 J. G. Burnett, 338 Lincoln ave . . . . . Secretary  
 A. J. Thomas, 317 S. Hyde Park ave . . . . . Collector  
 R. S. Gillingham, 128 10th st . . . . . Receiver  
 W. E. Lumley, Moscow . . . . . Magazine Agent

**229. RICKARD; Utica, N. Y.**

Meets in Post Bacon Hall 2d and 4th Sundays.  
 J. J. Quirk, Albany st . . . . . Master  
 C. A. Pease, 72 1/2 Whitesboro st . . . . . Secretary  
 W. F. Foley, 4 Montgomery st . . . . . Collector  
 C. A. Pease, 72 1/2 Whitesboro st . . . . . Receiver  
 Edw. Herrick, 43 Fayette st . . . . . Magazine Agent

**230. ALBANY CITY; Albany, N. Y.**

Meets in Stremple Hall, 253 Central ave, 1st, 3d and 5th Mondays at 7:30 P. M.  
 G. W. Gilkerson, 485 First st . . . . . Master  
 G. M. Jeffers, 36 Ontario st . . . . . Secretary  
 Courtland Maher, 11 Prospect ave . . . . . Collector  
 G. M. Jeffers, 36 Ontario st . . . . . Receiver  
 A. H. Vincent, 15 Hunter ave . . . . . Magazine Agent

**231. DELAWARE; Wilmington, Del.**

Meets in B. of L. F. Hall, 3d and Market sts., 1st and 3d Sundays.  
 A. C. Sudham, 521 E. 8th st . . . . . Master  
 A. C. Dunn, 410 Taylor st . . . . . Secretary  
 J. A. Donlin, 417 E. 4th st . . . . . Collector  
 A. C. Dunn, 410 Taylor st . . . . . Receiver  
 J. B. Calvert, 618 E. 8th st . . . . . Magazine Agent

**232. LUCKY THOUGHT; Middletown, N. Y.**

Meets in A. O. of H. Hall, 2d and 4th Sundays.  
 M. J. Kerrigan, 75 Linden Terrace . . . . . Master  
 W. J. Leddy, 277 North st . . . . . Secretary  
 Jno. Dunham, 125 Wickham ave . . . . . Collector  
 Jno. O'Farrell, 9 Low ave . . . . . Receiver  
 V. L. Powell, 28 Broad st . . . . . Magazine Agent

**233. GLAD TIDINGS; Moncton, New Brunswick.**

Meets in Victoria Hall 1st and 3d Sundays at 2 P. M.  
 H. S. Cutten . . . . . Master  
 G. W. Speer . . . . . Secretary  
 Frank Gibson . . . . . Collector  
 Harry Snider, Box 158 . . . . . Receiver  
 H. S. Cutten . . . . . Magazine Agent

**234. NORTH BAY; North Bay, Ontario.**

Meets in B. of L. F. Hall 1st and 3d Tuesdays.  
 Jno. Cleminson, Box 11 . . . . . Master  
 Thos. Hearly . . . . . Secretary  
 W. H. Bowman . . . . . Collector  
 Wm. McRae, Box 126 . . . . . Receiver  
 Jas. McDevitt . . . . . Magazine Agent

**235. THREE BROTHERS; Pittsburgh, Pa.**

Meets in Franks Bros. Hall, Walurba, alternate Sundays at 1:30 P. M.  
 N. E. Biesecker, cor. 38th st and Howlle ave . . . . . Master  
 Chas. Longacre, Jr., Box 75 Wall . . . . . Secretary  
 J. G. Wagner, 3710 Mifflin st . . . . . Collector  
 C. G. Parsholl, cor 38th st and Howlle ave . . . . . Receiver  
 Chas. Longacre, Jr., Box 75, Wall . . . . . Magazine Agent

**236. HINTON; Hinton, West Virginia.**

Meets in Masonic Hall, every Saturday at 7:30 P. M.  
 Lynn Gardner . . . . . Master  
 F. A. Cundiff . . . . . Secretary  
 J. P. Lear . . . . . Collector  
 J. E. Hogan . . . . . Receiver  
 C. L. Bess . . . . . Magazine Agent



**237. CENTRAL PARK; Central Park, Ill.**

Meets in Rebmann's Hall, cor. Lake and 41st  
sts., 1st and 3d Sundays.

W. H. Bradley, 135 N. Avers ave, Chicago

Master  
Harry Lynch . . . . . Secretary  
J. C. Todd, Box 124 . . . . . Collector  
Thaddeus Chew, Box 39 . . . . . Receiver  
G. J. Rowbottom, 211 Harding ave.,  
Chicago . . . . . Magazine Agent

**238. PLAIN CITY; Paducah, Ky.**

Meets in Rogers' Hall, 12th and Broadway, every  
Tuesday at 7:30 P. M.

Lloyd Gimes, 1301 Broadway . . . . . Master  
W. D. Thomas, 13 Huntington Row . . . . . Secretary  
Thos. Challenor, 430 S. 10th st. . . . . Collector  
J. P. Wesley, 986 Broadway . . . . . Receiver  
J. P. Wesley, 986 Broadway . . . . . Magazine Agent

**239. BUCKEYE; Delaware, Ohio.**

Meets in Henry's Hall, 11 Lake st., 2d and 4th  
Sundays at 1 P. M.

J. W. Hettenbaugh, 169 E. William st. . . . . Master  
R. G. Knight, 237 S. Washington st. . . . . Secretary  
Leonard Schoeller, 207 E. Winter st. . . . . Collector  
Chas. Hirsch, 216 E. Central ave. . . . . Receiver  
W. F. Hanrahan, 251 E. Winter st. . . . . Mag. Agent

**240. GILBERT; Jackson, Mich.**

Meets in Engineers' Hall, cor. Jackson and Main  
sts., 1st and 3d Mondays at 7:30 P. M., and 2d  
and 4th Mondays at 2:30 P. M.

Henry Mosher, 223 W. Main st. . . . . Master  
G. A. Holden, 1023 E. Main st. . . . . Secretary  
Henry Mosher, 223 W. Main st. . . . . Collector  
M. A. Henry, 327 Quarry st. . . . . Receiver  
F. E. Riley, 210 Summit ave. . . . . Magazine Agent

**241. LAKE ERIE; Buffalo, N. Y.**

Meets in B. L. E. Hall, 412 So Division st., alter-  
nate Fridays.

J. I. Barker, 436 Swan st. . . . . Master  
C. W. Halbin, 17 Superior st. . . . . Secretary  
F. V. Miner, 25 Vary st. . . . . Collector  
L. H. Crossman, 500 Swan st. . . . . Receiver  
J. I. Barker, 436 Swan st. . . . . Magazine Agent

**242. LIBERTY; Elmira, N. Y.**

Meets in D., L. & W.-Y. M. C. A. Hall, 2d and  
4th Sundays at 2 P. M.

Dennis McCarty, 405 Crescent ave. . . . . Master  
A. J. Keefe, 380 W. Fifth st. . . . . Secretary  
J. F. Loneragan, Jr., 1101 Lake st. . . . . Collector  
A. L. Doolittle, 1022½ Lake st. . . . . Receiver  
L. F. Burke, 365 Thurston st. . . . . Magazine Agent

**243. J. H. SELBY; Texarkana, Texas.**

Meets in Engineers' Hall, 1st and 3d Fridays at  
7:30 P. M., and 2d and 4th Wednesdays at 9  
P. M.

C. J. Neef, Box 64, Texarkana, Ark. . . . . Master  
C. H. Moore, Texarkana, Ark. . . . . Secretary  
J. L. Simmons . . . . . Collector  
J. C. Reinhardt, Texarkana, Ark. . . . . Receiver  
J. S. Evans, Prescott, Ark. . . . . Magazine Agent

**244. T. P. O'BROUKE; Chicago, Ill.**

Meets at 814 W. Twelfth st., 1st Sunday at 2 P. M.  
and 3d Friday at 8 P. M.

P. C. Winn, 314 W. 12th st. . . . . Master  
Jno. O'Malley, 166 W. 18th st. . . . . Secretary  
Jno. O'Malley, 166 W. 18th st. . . . . Collector  
P. C. Winn, 314 W. 12th st. . . . . Receiver  
Magazine Agent

**245. GEORGIA; Savannah, Ga.**

Meets in Firemen's Hall, Sorrell Building, cor.  
of Bull and Bay sts., every Thursday at 7:30 P.  
M., and 3d Sunday at 2:30 P. M.

W. E. King, 199 Waldburg st. . . . . Master  
Adam Hutton, 271 Bull st. . . . . Secretary  
G. K. Knight, 90 W. Broad st. . . . . Collector  
Fleming Goolsby, 84 Montgomery st. . . . . Receiver  
F. J. Trott, 77½ Jones st. . . . . Magazine Agent

**246. MACON; Macon, Ga.**

Meets in Morgans Hall, 1444 4th st. every Sun-  
day.

Chas. Green, 416 Elm st. . . . . Master  
J. T. Roach, 452 Hazel st. . . . . Secretary  
T. W. Hines, 816 3d st. . . . . Collector  
Chas. Green, 416 Elm st. . . . . Receiver  
S. D. Dacey, 905 2d st. . . . . Magazine Agent

**247. KENNESAW; Atlanta, Ga.**

Meets in Red Men's Hall, 6½ N. Broad st, every  
Sunday at 2 P. M.

H. O. Teak, 85 Hood st. . . . . Master  
C. H. Elliott, 168 Peters st. . . . . Secretary  
W. B. Waters, 305 Woodward ave. . . . . Collector  
T. L. Francis, Clara . . . . . Receiver  
C. H. Elliott, 168 W. Peters st. . . . . Magazine Agent

**248. WESTERN RESERVE; Ashtabula, Ohio.**

Meets in Fassett Hall, Main st., 1st and 3d Mon-  
days at 7:30 P. M.

S. A. McDaniel, 17 Colorado st. . . . . Master  
C. D. Weisell, 42 King st. . . . . Secretary  
A. V. Hillyer, 218 West st. . . . . Collector  
Jas. Coutts, 56 Lockwood st. . . . . Receiver  
A. W. Holcomb, 7 Wilcox st. . . . . Magazine Agent

**249. CALUMET; South Chicago, Ill.**

Meets in Eigerman's Hall, cor. Commerce and  
South Chicago aves, 2d and 4th Sundays at 7:30  
P. M.

F. X. Wall, 91st st, and So. Chicago ave. . . . . Master  
Daniel O'Connell, 8852 Houston ave. . . . . Secretary  
B. J. Lynch, 8734 Erie ave. . . . . Collector  
H. A. Purvis, 8734 Erie ave. . . . . Receiver  
Magazine Agent

**250. GOLDEN LINK; Wilkesbarre, Pa.**

Meets in Memorial Hall, So. Main st. 1st and 3d  
Sundays at 2 P. M.

J. M. Fox, 249 Kidder st. . . . . Master  
E. O. Hale, Box 322, Kingston, Luzerne  
Co. . . . . Secretary  
Geo. Deels, Box 49, Kingston, Luzerne  
Co. . . . . Collector  
P. L. Keefer, Kingston, Luzerne Co. . . . . Receiver  
A. E. Canfield, Box 157, Edwardsville  
Magazine Agent

**251. LEHIGH; Mauch Chunk, Pa.**

Meets in Stahl's Hall, Upper Mauch Chunk, 1st  
and 3d Sundays at 2 P. M.

H. L. Sandhas . . . . . Master  
H. B. Fulton . . . . . Secretary  
H. W. Smith, L. Box 365 . . . . . Collector  
Chas. Roberts, L. Box 365 . . . . . Receiver  
Lafayette Wildoner, L. Box 365 . . . . . Magazine Agent

**252. COLUMBIA; Columbia, Pa.**

Meets in Fendrick's Hall, 2d and 4th Mondays  
at 7:30 P. M.

H. B. Heiser, 164 Walnut st. . . . . Master  
H. G. Klough, 242 New 2d st. . . . . Secretary  
H. M. Hinkle, 570 Walnut st. . . . . Collector  
Jos. Dennison, 640 Chestnut st. . . . . Receiver  
Edw. Dennell, 24 So 2d st. . . . . Magazine Agent

**253. TRENTON; Trenton, N. J.**

Meets in Stradling Hall, 131 N. Broad st, 1st  
and 3d Sundays.

C. W. Cope, 17 Southard st. . . . . Master  
Robt. Stackhouse, 306 Genesee st. . . . . Secretary  
M. J. Shelly, 405 Monmouth st. . . . . Collector  
F. P. Parsons, 175 Brunswick ave. . . . . Receiver  
J. W. Horn, 41 Wall st. . . . . Mag. Agent

**254. CLIMAX; Missouri Valley, Iowa.**

Meets in G. A. R. Hall 2d and 4th Sundays at 7:30  
P. M.

J. E. Halstead . . . . . Master  
W. L. French, Box 481 . . . . . Secretary  
O. P. Masters, Norfolk, Neb. . . . . Collector  
Jesse Hibben . . . . . Receiver  
G. H. Wilson, Box 547 . . . . . Magazine Agent

**255. CANAL CITY; Arkansas City, Kan.**

Meets in I. O. O. F. Hall, 1st and 3d Wednesdays  
at 2:30 P. M.

Edwin Crane . . . . . Master  
Iran Kiser, 807 So. C st. . . . . Secretary  
Andrew Craig, 1008 So. C st. . . . . Collector  
S. S. Small, 1011 So. 3d st. . . . . Receiver  
Patrick Caldron, 1326 So. G st. . . . . Magazine Agent

**256. HIGH LINE; Como, Colo.**

Meets in Slater's Hall, every Sunday at 2:30 P. M.

Jno. Olson . . . . . Master  
Jos. Nicholls . . . . . Secretary  
W. E. Gallagher . . . . . Collector  
C. D. Adams . . . . . Receiver  
J. R. Morgan . . . . . Magazine Agent

**257. KIT CARSON; Raton, New Mexico.**

Meets in I. O. O. F. Hall every Monday at 9 A. M.

C. T. Morehouse . . . . . Master  
W. J. Linwood . . . . . Secretary  
J. D. Shy . . . . . Collector  
Morgan Oldham . . . . . Receiver  
W. J. Linwood . . . . . Magazine Agent

**258. RENO; Nickerson, Kan.**

Meets in K. of P. Hall every Wednesday at 7:30  
P. M.

E. A. Devorraux . . . . . Master  
C. N. Woodell . . . . . Secretary  
Emil Misker . . . . . Collector  
G. E. Payne . . . . . Receiver  
E. S. Gilbert, L. Box 468 . . . . . Magazine Agent

- 259. D. J. CHASE; Ashland, Wis.**  
Meets in Good Templars' Hall, cor. Second st. and 4th ave. W., 1st and 3d Sundays at 2 P. M.  
R. W. Harrison, Commercial Hotel . . . Master  
E. C. Schilling, 421 3d St E . . . Secretary  
Fred. Godfrey, 818 4th ave W . . . Collector  
Wm. Buckley, 730 Ellis ave . . . Receiver  
W. C. Valle, Commercial Hotel . . . Mag. Agent
- 260. CALIFORNIA; Sacramento, Cal.**  
Meets in Masonic Hall, K. and 6th sts., every Monday at 7:30 P. M.  
G. W. Vice, Box 107 . . . Master  
R. E. Nobel, Box 107 . . . Secretary  
Jas. Mullen, Box 107 . . . Collector  
P. J. McEuerney, Box 107 . . . Receiver  
W. J. Featherston, Box 107 . . . Magazine Agent
- 261. MAGDALENA; San Marcial, New Mexico.**  
Meets in Masonic Hall every Sunday at 7 P. M.  
W. R. Fisher . . . Master  
C. M. Grover . . . Secretary  
Gus Lesiman . . . Collector  
C. H. D. Haines . . . Receiver  
Wm. Blapham, Box 155 . . . Magazine Agent
- 262. QUEEN CITY; West Toronto Junct., Ont.**  
Meets in Campbell Hall, alternate Sundays at 2 P. M.  
Ernest McConnell . . . Master  
Fred Sharpe . . . Secretary  
Geo. Waulless . . . Collector  
G. H. Ritchey, 10 Embridge st., Parkdale, Receiver  
J. J. B. Atkinson . . . Magazine Agent
- 263. ALAMO; Taylor, Texas.**  
Meets in Union Hall, 1st and 3d Thursday at 2 P. M. and 2d and 4th Wednesdays at 8 P. M.  
W. H. Pipkin, Box 241 . . . Master  
T. H. Henderson, Box 298 . . . Secretary  
G. W. Payne . . . Collector  
J. R. Steadman, Box 165 . . . Receiver  
Geo. Cambridge . . . Magazine Agent
- 264. J. K. GILBREATH; Butte City, Montana.**  
Meets in Frost's Hall, South Butte, 2d and 4th Thursdays.  
A. R. McDuffie, Box 94, S. Butte . . . Master  
J. M. Hennessy, S. Butte . . . Secretary  
Wm. Sweeney, S. Butte . . . Collector  
A. R. McDuffie, Box 94, S. Butte . . . Receiver  
Jno. H. Ryan, Anaconda . . . Magazine Agent
- 265. GRAND RIVER; Grand Rapids, Mich.**  
Meets in K. P. Hall, 2d and 4th Sundays.  
C. E. Rundell, 344 S Union st. . . Master  
L. A. Ogden, 247 Central ave. . . Secretary  
C. E. Rundell, 344 S Union st. . . Collector  
L. A. Ogden, 247 Central ave. . . Receiver  
C. E. Rundell, 344 So Union st. . . Magazine Agent
- 266. JOHN HICKEY; South Kaukauna, Wis.**  
Meets in Duggan Hall 2d and 4th Sundays at 1:30 P. M.  
J. J. Palmer . . . Master  
J. M. Golden, Box 324 . . . Secretary  
R. B. Powers . . . Collector  
Jas. McGraw . . . Receiver  
F. L. Fosha, Box 272 . . . Magazine Agent
- 267. ENDEAVOR; Algiers, La.**  
Meets in Castle Hall 1st and 3d Thursdays at 1:30 P. M., 2d and 4th Thursdays at 7:30 P. M.  
J. H. Hibben, Chestnut st. . . Master  
R. J. McCluskey, 122 1/2 Pacific ave. . . Secretary  
F. J. Myers, 122 Pacific ave. . . Collector  
Jno. Mitchell, 86 1/2 Pacific ave. . . Receiver  
S. P. Vallette, 28 Vallette st. . . Magazine Agent
- 268. CLIFTON HEIGHTS; New Albany, Ind.**  
Meets in Odd Fellows' Hall, cor. State and Market sts. 1st and 3d Sundays at 2 P. M.  
C. L. Plowman, 194 cor. 4th and Oak sts. Master  
Geo. Tharp, 94 E. Main st. . . Secretary  
I. D. Stevens, 143 Sycamore st. . . Collector  
L. D. Teives, 768 North Yst. . . Receiver  
G. E. Lee, 37 W. 9th st. . . Magazine Agent
- 269. O. K.; Cincinnati, Ohio.**  
Meets in Castle Hall, S. E. cor. Genesee and Central ave., 1st and 3d Thursdays at 7 P. M.  
Adam Dods, Montgomery . . . Master  
J. R. Constable, Northern ave., Mt. Auburn, Cincinnati . . . Secretary  
W. J. Haight, 98 Glenway ave. . . Collector  
J. S. Sheehan, 84 State ave. . . Receiver  
Cornelius Coakley, Hamilton . . . Magazine Agent
- 270. MINNEAPOLIS; Minneapolis, Minn.**  
Meets in P. O. S. of A. Hall, 2006 Cedar ave So., 1st Sunday at 1:30 P. M. and 3d Monday at 7:30 P. M.  
Patrick Perusse, 116 Cedar ave. . . Master  
H. W. Bester, 2520 18th ave So. . . Secretary  
A. H. Titus, 3103 Cedar ave So. . . Collector  
Oliver Johnson, 2106 Bloomington ave, Receiver  
Oliver Johnson, 2106 Bloomington ave, Mag. Agt
- 271. BYRAM; Port Morris, N. J.**  
Meets in Union Hall 1st and 3d Sundays.  
A. P. Stackhouse . . . Master  
Wm. Weller, Box 26 . . . Secretary  
C. L. Miller . . . Collector  
Wm. Weller, Box 26 . . . Receiver  
C. L. Miller . . . Magazine Agent
- 272. WILSON; Junction, N. J.**  
Meets in Wells' Hall 1st and 3d Sundays.  
J. S. Eveland, Jr., Box 106 . . . Master  
J. E. Dineen, Somerville . . . Secretary  
Wm. Walsh . . . Collector  
Jno. Everitt . . . Receiver  
J. S. Eveland, Jr., Box 106 . . . Magazine Agent
- 273. DENVER; Denver, Colo.**  
Meets in Independent Hall, cor. Santa Fe st. and W. 8th ave, every Friday at 7:30 P. M.  
G. D. Blackford, 105 S. 9th st. . . Master  
C. H. Curtis, 80 S. 9th st. . . Secretary  
C. H. Curtis, 80 S. 9th st. . . Collector  
R. B. Hind, 1024 So. 7th st. . . Receiver  
Mag. Agent
- 274. JACKSON; Clifton Forge, Va.**  
Meets in Masonic Hall, 2d and 4th Tuesdays at 7:30 P. M.  
S. M. Anderson, Box 171 . . . Master  
J. H. Martin . . . Secretary  
J. S. Chittum . . . Collector  
W. G. Monroe, Box 145 . . . Receiver  
W. J. Jones . . . Magazine Agent
- 275. WEST CHICAGO; Chicago, Ill.**  
Meets in Rebman's Hall, 201 W. Lake st., 1st and 3d Sundays at 2 P. M.  
J. P. Sheffield, 241 N. May st. . . Master  
P. S. Fitzgerald, 240 W. Chicago ave. . . Secretary  
E. E. Ellsworth, W. Lake st. . . Collector  
F. N. Anderson, 230 W. Superior st. . . Receiver  
Chas. Anderson, 6 Metropolitan Place . . . Magazine Agent
- 276. REGINA; Vancouver, B. C.**  
Meets in Good Templars' Hall every Monday at 8 P. M.  
Thos. Clouston . . . Master  
F. J. Coombs . . . Secretary  
A. D. Ostram, North Bend . . . Collector  
Robt. Bunt, Kamloops . . . Receiver  
Beverly Goddard, Kamloops, . . . Mag. Agent
- 277. ALABAMA; Mobile, Ala.**  
Meets in Odd Fellows' Hall cor. Royal and Michael sts., 1st and 3d Sunday mornings.  
J. B. Webster, Palmetto st. near Lawrence st. . . Master  
J. F. McDonnell, 463 S. Lawrence st. . . Secretary  
J. F. McDonnell, 463 S. Lawrence st. . . Collector  
C. C. Redwood, L. & N. Shops . . . Receiver  
J. F. McDonnell, 463 S. Lawrence st. . . Magazine Agent
- 278. WHITE BREAST; Laredo, Texas.**  
Meets in K. P. Hall, cor. Convent and Farragut sts, 1st and 3d Sundays at 7:30 P. M.  
J. H. Mahlin, Mex. Nat'l Shops . . . Master  
Ed. Chamberlain, Box 108 . . . Secretary  
J. B. G'Sell, Mex. Nat'l Shops . . . Collector  
Ed. Chamberlain, Box 108 . . . Receiver  
Ed. Chamberlain, Box 108 . . . Magazine Agent
- 279. MONTE SANO; Tusculumbia, Ala.**  
Meets in Pythian Hall every Saturday evening.  
J. W. Smith . . . Master  
H. H. Burkhardt . . . Secretary  
Jno. Farr . . . Collector  
H. H. Burkhardt . . . Receiver  
J. W. Smith . . . Magazine Agent
- 280. OZARK; Thayer, Mo.**  
Meets in Boyd's Hall, cor. 2d and Chestnut sts. every Wednesday at 7 P. M.  
C. P. Stevens, Box 143 . . . Master  
R. M. Slaughter, Box 124 . . . Secretary  
H. N. Powell, L. Box 8 . . . Collector  
J. W. Lewis, L. Box 9 . . . Receiver  
H. N. Powell, L. Box 8 . . . Magazine Agent
- 281. MISSION; Yoakum, Texas.**  
Meets in K. of P. Hall every Sunday at 7:30 P. M.  
O. L. Kinsley, Box 38 . . . Master  
J. F. Massey, Box 38 . . . Secretary  
Thos. Smith, Box 38 . . . Collector  
Jas. Covert, Box 38 . . . Receiver  
W. H. Haynes, Box 50 . . . Magazine Agent
- 282. BURNSIDE; Mt. Carmel, Ill.**  
Meets in Union Hall every Thursday evening.  
J. D. Devore . . . Master  
J. K. Hutcheson . . . Secretary  
C. H. Tennyson . . . Collector  
W. M. Birkitt . . . Receiver  
F. H. Orland . . . Magazine Agent



- 283. LACKAWANNA; Great Bend, Pa.**  
Meets in Roosa Hall 2d and 4th Sundays at 2:30 P. M.  
A. M. Sliker, Hallstead . . . . . Master  
Elwood Edinger . . . . . Secretary  
W. B. Trowbridge, Hallstead . . . . . Collector  
S. H. Wells, Hallstead . . . . . Receiver  
A. M. Sliker, Hallstead . . . . . Magazine Agent
- 284. ELM CITY; New Haven, Conn.**  
Meets in Elk's Hall, 852 Chapel st., 1st and 3d Sundays.  
W. H. Norton, 63 Hulbut st. . . . . Master  
J. H. Kenney, 196 Cedar st. . . . . Secretary  
Louis Bassmier, 133 Spring st. . . . . Collector  
H. A. Bishop, 81 Howe st. . . . . Receiver  
J. W. Kenney, 119 Putnam st. . . . . Magazine Agent
- 285. CHARTER OAK; Hartford, Conn.**  
Meets in Bliss Hall, cor. Pratt and Main sts., 2d and 4th Sundays.  
D. C. Vanderburgh . . . . . Master  
F. S. Fish, 27 Pavilion st. . . . . Secretary  
J. H. Osmond, 18 Walnut st. . . . . Collector  
Henry Vanderburgh, E. Hartford . . . . . Receiver  
F. S. Fish, 27 Pavilion st. . . . . Magazine Agent
- 286. SAGINAW VALLEY; Saginaw E. S., Mich.**  
Meets in B. of L. E. Hall, 2d and 4th Sundays.  
Geo. McNicoll, N. 6th st. . . . . Master  
Alfred Bush, 110 Dwight st. . . . . Secretary  
Jas. Killen, 712 N. 5th st. . . . . Collector  
J. H. Abrahams, care F. & P. M. Eng. House . . . . . Receiver  
H. M. Bradley, 716 Carroll st. . . . . Magazine Agent
- 287. ALTOONA; Altoona, Pa.**  
Meets in Couch's Hall, 11th ave. and 13th st. 2d and 4th Sundays.  
F. A. Davis, 2406 11th ave. . . . . Master  
J. B. Fogle . . . . . Secretary  
J. I. Anthony, Box 185 . . . . . Collector  
W. J. Buhr, 1003 Bridge st. . . . . Receiver  
J. L. Parrish, 714 1st ave. . . . . Magazine Agent
- 288. EMMET; Katherville, Iowa.**  
Meets in Masonic Hall, 1st Tuesday and 3d Monday.  
A. L. Houltshouser, Box 5 . . . . . Master  
P. J. Sullivan, Box 48 . . . . . Secretary  
A. L. Houltshouser, Box 5 . . . . . Collector  
Wm. McArdle, Box 109 . . . . . Receiver  
C. V. Pendergast . . . . . Magazine Agent
- 289. MT. LOOKOUT, Chattanooga, Tenn.**  
Meets in B. of L. E. Hall, 1st, 3d and 5th Tuesdays at 7:30 P. M., and 2d and 4th Tuesdays at 2 P. M.  
Lyle Johnson, Box 266 . . . . . Master  
J. D. Brown, Box 266 . . . . . Secretary  
J. D. Brown, Box 266 . . . . . Collector  
R. M. Smith, Box 266 . . . . . Receiver  
D. R. Walker, 35 Hook st. . . . . Magazine Agent
- 290. MARION; Hannibal, Mo.**  
Meets in A. O. U. W. Hall, cor. Main and Broadway, 2d and 4th Sundays at 2 P. M.  
J. S. Ott, 312 Center st. . . . . Master  
Jno. Hyde, 421 Hill st. . . . . Secretary  
J. T. Hart, 416 Washington st. . . . . Collector  
J. T. Hart, 416 Washington st. . . . . Receiver  
T. . . . . Magazine Agent
- 291. ATLANTIC; Brooklyn, N. Y.**  
Meets in Triangle Hall, Halsey st. and Broadway, 1st and 3d Sundays at 8 P. M. and 2d and 4th Sundays at 10 A. M.  
J. H. Daley, Railroad ave near Jamaica ave. . . . . Master  
Jno. Scully, 5 Fanchon Place . . . . . Secretary  
Wm. Young, 41 Williams st. . . . . Collector  
Lawrence Donehue, 250 47th st. . . . . Receiver  
H. B. Archer, 155 Alabama ave, Magazine Agent
- 292. J. L. HARRIS, East Grand Forks, Minn.**  
Meets in Brotherhood Hall 2d Saturday at 7:30 P. M. and 4th Sunday at 1:30 P. M.  
Mark Purcell, L. Box 268 . . . . . Master  
Alex. Thomson, L. Box 268 . . . . . Secretary  
Geo. Clifton, L. Box 268 . . . . . Collector  
T. E. Frost, L. Box 268 . . . . . Receiver  
W. M. Benson, L. Box 268 . . . . . Magazine Agent
- 293. LAFAYETTE; Marion, Iowa.**  
Meets in A. O. U. W. Hall, 1st Monday at 9 A. M. and 3d Sunday at 2:30 P. M.  
C. A. Millerke, Box 155 . . . . . Master  
J. W. Johnston . . . . . Secretary  
S. E. Anson, Box 24 . . . . . Collector  
J. W. Humble, Box 221 . . . . . Receiver  
W. R. Barber, Box 436 . . . . . Magazine Agent
- 294. OHIO RIVER; Huntington, W. Va.**  
Meets in Roxley Hall, every Friday at 7 P. M.  
A. M. Haight . . . . . Master  
J. E. Persinger, 1751 8th ave. . . . . Secretary  
L. M. Loudon . . . . . Collector  
W. T. Henley, 1323 6th ave. . . . . Receiver  
C. C. Orndorff, 904 7th ave. . . . . Magazine Agent
- 295. U. S.; Davenport, Iowa.**  
Meets in A. O. U. W. Hall 1st and 3d Sundays.  
J. A. Clapper, 3045 5th ave., Rock Island, Ill. . . . . Master  
J. V. Cunningham, 216 E. 6th st. . . . . Secretary  
J. V. Cunningham, 216 E. 6th st. . . . . Collector  
Thos. Stapleton, 306 E 9th st. . . . . Receiver  
Jerry Mansfield, 2528 6th ave, Rock Island, Ill. . . . . Magazine Agent
- 296. IRON RANGE; West Superior, Wis.**  
Meets in A. O. U. W. Hall, Agen Block, 2d and 4th Sundays at 2:30 P. M.  
M. T. Osborn, 812 Banks ave. . . . . Master  
T. R. Taylor, 1913 11th st N. . . . . Secretary  
Bert Everett, 1015 Banks ave. . . . . Collector  
T. R. Taylor, 1913 11th st N. . . . . Receiver  
B. W. Pink, 2316 22d st. . . . . Magazine Agent
- 297. CLARK; Jeffersonville, Ind.**  
Meets in Becht Hall, every Sunday at 9 A. M.  
David Bigelow, 255 E. Maple st. . . . . Master  
J. E. Northam, 277 E. Chestnut st. . . . . Secretary  
Christopher Sellmer, 234 Mechanic st. . . . . Collector  
W. H. Phillips . . . . . Receiver  
T. . . . . Magazine Agent
- 298. SNOW FLAKE, Glasgow, Mont.**  
Meets in B. R. T. Hall 2d and 4th Saturdays.  
Alex. McLaughry . . . . . Master  
Chas. Mason . . . . . Secretary  
J. W. Hoffman . . . . . Collector  
Chas. Schumacher, Box 86 . . . . . Receiver  
T. . . . . Magazine Agent
- 299. CENTRAL OHIO; Crestline, Ohio.**  
Meets in Engineers' Hall every Wednesday at 7 P. M.  
F. M. Johnson, Alliance . . . . . Master  
H. E. Cotner . . . . . Secretary  
Jas. McDonald, Alliance . . . . . Collector  
G. W. Reed, Box 93 . . . . . Receiver  
Adam Wertenberger . . . . . Magazine Agent
- 300. HARBOR CITY, Michigan City, Ind.**  
Meets in Amon Lodge, cor. Franklin and 6th sts 2d and 4th Sundays at 2 P. M.  
W. P. Pickett, W. Michigan st. . . . . Master  
W. M. Webster, 414 E. 8th st. . . . . Secretary  
W. K. Gabriel . . . . . Collector  
Frank Smotzer, 121 E Boston st. . . . . Receiver  
T. J. Cole, 532 Pine st. . . . . Magazine Agent
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**  
Meets in Engineers' Hall 1st and 3d Sundays at 10 A. M. and 2d Friday at 7 P. M.  
A. C. Eastman . . . . . Master  
W. M. Weeks . . . . . Secretary  
D. W. Oakley . . . . . Collector  
E. P. Rickaby, Box 36 . . . . . Receiver  
T. . . . . Magazine Agent
- 302. TOUGHOGHENY; Connellsville, Pa.**  
Meets in Reisinger's Hall 2d and 4th Sundays at 2 P. M.  
Robert Kerns, Box 304 . . . . . Master  
J. D. Cunningham, Box 4 . . . . . Secretary  
S. A. McPhee, Box 387 . . . . . Collector  
S. A. McPhee, Box 387 . . . . . Receiver  
Robt. Kerns, Box 304 . . . . . Magazine Agent
- 303. VILLA PARK; Streator, Ill.**  
Meets in Union Hall, 127 N. Bloomington st., 2d and 4th Tuesdays at 7:30 P. M.  
J. J. Corcoran, 769 N Park st. . . . . Master  
Milford Rathbun, 806 Johnson st. . . . . Secretary  
Moses Cantlin, 112 N. Broadway . . . . . Collector  
Frank Shouts . . . . . Receiver  
E. S. Adams, 316 So Illinois st. . . . . Magazine Agent
- 304. THREE BRANCH; Argenta, Ark.**  
Meets in Vogel Bros' Hall, cor. Newton ave. and Beulah st. every Tuesday evening at 7:30 P. M.  
H. H. Cole, Box 124 . . . . . Master  
A. H. Andrews, Box 147 . . . . . Secretary  
C. W. McDonnell, L. Box 260 . . . . . Collector  
A. H. Andrews, Box 147 . . . . . Receiver  
H. H. Cole, Box 124 . . . . . Magazine Agent
- 305. UNWIN; Rat Portage, Ontario.**  
Meets in Garfield Hall every Wednesday evening.  
Jno. Hosman, Box 112 . . . . . Master  
Russell Woods . . . . . Secretary  
Jos. McMillan . . . . . Collector  
F. C. Munt . . . . . Receiver  
J. W. Wilson . . . . . Magazine Agent



- 306. GRANITE STATE; Concord, N. H.**  
Meets in Temple of Honor 2d Saturday at 7:30 P. M. and 4th Sunday at 4:30 P. M.  
I. O. Mathews, 13 Fremont st. . . . . Master  
F. E. Kenney, 38 Franklin st. . . . . Secretary  
J. J. Lane, 23 Thompson st. . . . . Collector  
E. B. Chandler, 22 West st. . . . . Receiver  
E. M. Barney, Box 310 . . . . . Magazine Agent
- 307. HAMPTON; Springfield, Mass.**  
Meets in Crescent Hall, 1st and 3d Sundays.  
E. C. Pierce, L. Box 987 . . . . . Master  
E. F. French, 29 Gray ave. . . . . Secretary  
E. C. Pierce, L. Box 987 . . . . . Collector  
E. E. Dunham, 63 Auburn st. . . . . Receiver  
F. B. Child, 9 Greenwood st. . . . . Magazine Agent
- 308. SANTA ROSA; Porfiorio Diaz, Mexico.**  
Meets in Firemen's Hall every Sunday at 2:30 P. M.  
A. J. Archer, Box 109, Eagle Pass, Tex. . . . . Master  
G. P. Jennings, Box 109, Eagle Pass, Tex. . . . . Secretary  
T. C. Larson, Box 109, Eagle Pass, Tex. . . . . Collector  
Henry Scheyer, Box 109, Eagle Pass, Tex. . . . . Receiver  
Richard Morrish, Box 109, Eagle Pass, Tex. . . . . Magazine Agent
- 309. BARTHOLDI; Long Island City, N. Y.**  
Meets in Schwallenberg's Hall, 2d Monday and 4th Saturday.  
W. H. Smith . . . . . Master  
Patrick Mahoney, Inwood . . . . . Secretary  
W. H. White, 128 Manhattan ave, Green Point . . . . . Collector  
A. H. Rauffle, 202 Jackson ave . . . . . Receiver  
Eddie Norton, 202 Jackson ave . . . . . Magazine Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**  
Meets in I. O. O. F. Hall every Thursday evening.  
T. S. Krepps . . . . . Master  
D. M. Glpson . . . . . Secretary  
D. M. Schott . . . . . Collector  
G. B. Meyers . . . . . Receiver  
C. F. Shirey . . . . . Magazine Agent
- 311. BELLE PLAINE; Belle Plaine, Iowa.**  
Meets in Firemen's Hall 1st and 3d Sundays.  
W. W. Elliott . . . . . Master  
G. H. Willis . . . . . Secretary  
W. A. Knights . . . . . Collector  
Edw. Zimmerman . . . . . Receiver  
H. J. Herring, Box 138 . . . . . Magazine Agent
- 312. MOUNT SHASTA; Danawair, Cal.**  
Meets in K. P. Hall alternate Mondays at 7:30 P. M.  
A. W. Cole . . . . . Master  
H. L. Walther, Box 70 . . . . . Secretary  
H. L. Walther, Box 70 . . . . . Collector  
G. E. Schuler . . . . . Receiver  
W. D. McDonald . . . . . Magazine Agent
- 313. KAW VALLEY; Armourdale, Kan.**  
Meets in Melville Hall, 2d and 4th Mondays at 8 P. M.  
E. B. Noggle, 624 S. 7th st., Kansas City . . . . . Master  
David Cronen, 217 N. 7th st., Kansas City . . . . . Secretary  
B. L. Kilgmann, Box 556 Junction City . . . . . Collector  
W. B. Robbins, 618 St. Paul st., Kansas City . . . . . Receiver  
David Cronen, 217 N. 7th st, Kansas City . . . . . Magazine Agent
- 314. GRAND FORKS; Grand Forks, North Dakota.**  
Meets in Odd Fellows Hall, cor. 4th st and Klittson ave. 1st Sunday at 2 P. M. and 3d Sunday at 7:30 P. M.  
J. M. Hamm, L. Box 114 . . . . . Master  
I. O. Olson, L. Box 114 . . . . . Secretary  
Abraham McMahon, L. Box 114 . . . . . Collector  
Geo. Thomson, L. Box 114 . . . . . Receiver  
Wm. Murray, E. Grand Forks, Minn. . . . . Magazine Agent
- 315. TROY CITY; Green Island, N. Y.**  
Meets in Odd Fellows' Hall, 101 Hudson ave., 1st and 3d Sundays at 2 P. M.  
E. A. Coyne, 275 9th st., Troy . . . . . Master  
Jno. Willetts, 473 9th st., Troy . . . . . Secretary  
Christopher Haverly, 67 Hudson ave. . . . . Collector  
J. M. Williams, 825 River st, Troy . . . . . Receiver  
J. N. McCoy, 60 Hudson ave . . . . . Magazine Agent
- 316. OMEGA; Buffalo, N. Y.**  
Meets in Yox's Hall, Howard and Walton sts., 1st and 3d Mondays.  
Allen Nicol, 270 Fillmore ave . . . . . Master  
G. M. Petrie, 459 Eagle st . . . . . Secretary  
H. A. Smith, 187 Jefferson st. . . . . Collector  
J. J. Kinney, 31 Walter st . . . . . Receiver  
H. A. Smith, 187 Jefferson st. . . . . Magazine Agent
- 317. WELCOME HOME; Henderson, Ky.**  
Meets in I. O. O. F. Hall, every Sunday at 2 P. M.  
Harry Henry, 818 1st st. . . . . Master  
P. J. Kramer, Third st . . . . . Secretary  
E. H. Zirckel, L. St. L. & T. shops, Cloverport . . . . . Collector  
T. J. Cutts, 1009 1st st . . . . . Receiver  
Chas. Evans, 491 2d st. . . . . Magazine Agent
- 318. IRON CITY; Glenwood, 22d Ward, Pittsburg, Pa.**  
Meets in Feer's Hall 1st and 3d Mondays at 7:30 P. M.  
G. F. Kane, Versailles . . . . . Master  
W. L. Holobaugh, 8 Edam st. . . . . Secretary  
J. H. Nelville, 43 Renova st. . . . . Collector  
W. H. Rosenlieb, 683 Lytle st . . . . . Receiver  
J. H. Morton, Herbert Alley . . . . . Magazine Agent
- 319. MOUNT MORIAH; Philadelphia, Pa.**  
Meets in Mt. Moriah Hall, 63d st and Woodland ave. every Saturday at 7:30 P. M.  
Rush Gramm, 60th st & Woodland ave . . . . . Master  
J. E. Sentman, 59th st & Woodland ave, Secretary  
Jefferson Miller, 124 E 13th st, Chester, Collector  
W. D. Lewis, 205 York st, Camden, N. J. . . . . Receiver  
W. D. Lewis, 205 York st., Camden, N. J. . . . . Magazine Agent
- 320. ARBITRATION; East St. Paul, Minn.**  
Meets in Wild Block, 7th and Bradley sts, 1st Sunday at 2:30 P. M., and 3d Wednesday at 7:30 P. M.  
Warner Snyder, 702 Preble st . . . . . Master  
W. L. Works, 597 Sims st., St. Paul . . . . . Secretary  
W. L. Works, 597 Sims st., St. Paul . . . . . Collector  
C. L. Work, 911 Lawson st., St. Paul . . . . . Receiver  
F. E. Davidson, White Bear Lake . . . . . Mag. Agent
- 321. SNOW DRIFT; Chapleau, Ont.**  
Meets in Firemen's Hall, every Monday at 8 P. M.  
Thos. Burt, Box 112 . . . . . Master  
W. L. Loomis . . . . . Secretary  
Kenneth McRae, Box 115 . . . . . Collector  
Jas. Rose . . . . . Receiver  
W. M. Measor . . . . . Magazine Agent
- 322. JULIEN; Dubuque, Iowa.**  
Meets in Stults Hall, 8. E. cor 25th and Jackson sts., 1st and 3d Mondays at 7:30 P. M.  
G. H. Kirkland, 231 Washington st. . . . . Master  
J. F. Welsh, 24th and Jackson sts. . . . . Secretary  
Nelson Gibbs, 3308 Jackson st. . . . . Collector  
Alfred Burgason, 2948 Couler ave. . . . . Receiver  
J. H. Murray, 2306 Couler ave . . . . . Magazine Agent
- 323. MUSCOGEE; Columbus, Ga.**  
Meets in Odd Fellows' Hall, 1st ave, bet. 10th and 11th sts, 1st and 3d Sundays at 11:30 A. M.  
G. F. Castleberry, 907 Fourth ave . . . . . Master  
G. E. Wilhelm, 418 10th st. . . . . Secretary  
E. L. Corley, 811 10th ave . . . . . Collector  
G. E. Wilhelm, 418 10th st . . . . . Receiver  
E. L. Corley, 811 10th ave . . . . . Magazine Agent
- 324. SOUTHERN CROSS; Gainesville, Texas.**  
Meets in K. of L. Hall every Tuesday at 8 P. M.  
J. D. Varner . . . . . Master  
B. M. Samuels, 1111 N Laumies . . . . . Secretary  
J. H. Garmany . . . . . Collector  
J. D. Varner . . . . . Receiver  
Dan Murphy, 323 Dixon st . . . . . Magazine Agent
- 325. SATILLA; Way Cross, Ga.**  
Meets in B. of L. E. Hall 2d and 4th Sundays. at 2 P. M.  
G. W. Barnes . . . . . Master  
Chas. Conrad . . . . . Secretary  
N. M. Duncan . . . . . Collector  
N. M. Duncan . . . . . Receiver  
E. G. Peirce . . . . . Mag. Agent
- 326. FOLWELL; Bradford, Pa.**  
Meets in G. A. R. Hall 1st and 3d Sundays at 2:30 P. M.  
T. L. Sullivan . . . . . Master  
C. H. Alger, 16 Pike st. . . . . Secretary  
G. P. Clough, 59 Davis st. . . . . Collector  
G. P. Clough, 59 Davis st. . . . . Receiver  
C. F. Colligan, 1 Thompson ave, Magazine Agent
- 327. SILVER MOUNTAIN; Needles, Cal.**  
Meets in B. of L. E. Hall every Saturday at 8 P. M.  
J. A. Stout . . . . . Master  
Harry Ringham . . . . . Secretary  
L. H. Fitch . . . . . Collector  
W. H. Rogers, Box 216 . . . . . Receiver  
F. H. Crane, L. Box 12 . . . . . Magazine Agent

- 333. SPANISH PEAKS; La Junta, Colo.**  
Meets in Manley's Hall 1st and 3d Thursdays at 2 P. M., 2d and 4th Thursdays at 7 P. M.  
J. A. Martin . . . . . Master  
W. G. Thompson . . . . . Secretary  
C. T. Walker . . . . . Collector  
J. B. McClesney . . . . . Receiver  
I. D. Mayhall . . . . . Magazine Agent
- 332. BELVIDERE; Belvidere, Ill.**  
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.  
M. M. Silvius . . . . . Master  
E. E. Dillard . . . . . Secretary  
C. H. Williams . . . . . Collector  
J. W. Lyon . . . . . Receiver  
M. P. Plane, Box 712 . . . . . Magazine Agent
- 330. RIVER VIEW; Kansas City, Kansas.**  
Meets in Chamber of Commerce Hall, 1st and 3d Thursdays at 7:30 P. M.  
S. M. Davenport, 559 Park ave . . . . . Master  
C. H. Smelser, 568 Park ave . . . . . Secretary  
F. W. Fisher, 605 Splitlog ave . . . . . Collector  
C. H. Smelser, 568 Park ave . . . . . Receiver  
Henry Eavers, M. P. freight house, Omaha, Neb . . . . . Magazine Agent
- 331. CHICAGO BELT LINE; Auburn Junction, Ill.**  
Meets in Berndt's Hall 1st and 3d Mondays at 8:30 P. M.  
Matthew Bauer, 80 Englewood . . . . . Master  
E. P. Beckler, Box 73, So Englewood . . . . . Secretary  
S. H. Lucas, So Englewood . . . . . Collector  
W. E. Boyle, So Englewood . . . . . Receiver  
E. W. Thomas, L Box 8, S. Englewood, Mag. Agent
- 332. STONE MOUNTAIN; Augusta, Ga.**  
Meets in K. P. Hall, cor. Broad and Jackson sts, 1st and 3d Sundays.  
G. E. Florence, 1262 Broad st . . . . . Master  
O. J. Graham, 461 Taylor st . . . . . Secretary  
E. M. Burch, 427 Walker st . . . . . Collector  
G. E. Florence, 1262 Broad st . . . . . Receiver  
Magazine Agent
- 333. FAIRMOUNT; Philadelphia, Pa.**  
Meets in Erickson's Hall, 3947 Lancaster ave, alternate Wednesdays at 8 P. M.  
H. E. Sterling, 3806 Atlanta st . . . . . Master  
W. H. Elliott, 3830 Linwood st, W. Philadelphia . . . . . Secretary  
H. B. Howerter, 3835 Linwood st . . . . . Collector  
J. A. Boehm, 3818 Parrish st . . . . . Receiver  
C. H. Maul, 830 N. 40th st . . . . . Magazine Agent
- 334. LONG DOUBLER; East Syracuse, N. Y.**  
Meets in Masonic Hall every Tuesday at 7:30 P. M.  
C. H. Smith . . . . . Master  
G. H. Webb . . . . . Secretary  
P. M. Joslin . . . . . Collector  
Isaac West . . . . . Receiver  
G. W. Stander . . . . . Magazine Agent
- 335. SAINT ADOLPHUS; Rochelaga, Canada.**  
Meets in B. of L. F. Hall alternate Mondays, at 8 P. M.  
J. G. A. Brazeau, 83 Moreau st . . . . . Master  
Thos. Foley, 19 Archambault Block, Montreal . . . . . Secretary  
Arcade Langlois, 266 Desiré st . . . . . Collector  
J. G. A. Brazeau, 83 Moreau st . . . . . Receiver  
Maurice Cody, 305 Statacona ave . . . . . Mag. Agent
- 336. FALL RIVER; Neodesha, Kansas.**  
Meets in Pierce's Hall, 2d and 4th Tuesdays at 3:30 P. M.  
J. A. Miner . . . . . Master  
J. E. Young . . . . . Secretary  
I. K. Herford . . . . . Collector  
Edw. Gray . . . . . Receiver  
J. A. Miner . . . . . Magazine Agent
- 337. BIG FOUR; Kansas City, Mo.**  
Meets at 21st and Drupp st, alternate Tuesday evenings.  
Benj. McClellan, 1728 Jarboe st . . . . . Master  
C. T. Largent, 1639 Madison ave . . . . . Secretary  
N. F. Clough, 1812 Holly st . . . . . Collector  
Frank Dickens, 1811 Reservoir ave . . . . . Receiver  
A. A. Sharum, 1623 Madison ave . . . . . Magazine Agent
- 338. WEST BRANCH; Reno, Pa.**  
Meets in Spangler's Hall, cor. 6th st. and Huron ave., 1st and 3d Sundays at 1:30 P. M.  
L. L. Smart . . . . . Master  
Hector Hughes . . . . . Secretary  
Fred Kerby . . . . . Collector  
Fred Kerby . . . . . Receiver  
L. L. Smart . . . . . Magazine Agent
- 339. RED MOUNTAIN; Birmingham, Ala.**  
Meets in Jackson Hall, 3d ave., every Tuesday at 8 P. M.  
W. O. McArdle, K. C. M. & B. R'd House Master  
J. G. Hardy, Fleming House, 18th st. and 2d ave . . . . . Secretary  
W. H. Davidson, L. & N. shops . . . . . Collector  
J. J. Dana, 2500 1st ave . . . . . Receiver  
J. G. Hardy, Fleming House, 18th st and 2d ave . . . . . Magazine Agent
- 340. STAR OF THE WEST; Newton, Kansas.**  
Meets in Engineer's Hall, 1st Thursday evening and 3d Sunday at 2 P. M.  
W. H. Neeld, 217 w 5th st . . . . . Master  
J. H. Julian, 417 N. 10th st . . . . . Secretary  
P. D. Benfer, 612 E 2d st . . . . . Collector  
Henry Jack, 215 W 5th st . . . . . Receiver  
W. N. Breen, Box 4, Mulvane . . . . . Magazine Agent
- 341. GOLD RANGE; Donald, B. C.**  
Meets in Firemen's Hall 1st and 2d Wednesdays, and 3d and 4th Sundays.  
H. J. McSorley . . . . . Master  
Thos. Needham . . . . . Secretary  
J. J. Nealon . . . . . Collector  
Robt. Sones, Kamloops . . . . . Receiver  
A. J. Brandrett . . . . . Magazine Agent
- 342. CASCADE; Medicine Hat, Northwest Ter.**  
Meets in Colter's Hall, 2d Wednesday and 4th Thursday.  
Wm. Rutherford, Box 102 . . . . . Master  
Philip Hamel, Box 102 . . . . . Secretary  
Jas. Canty, Box 102 . . . . . Collector  
Jas. Canty, Box 102 . . . . . Receiver  
W. S. Brears, Box 54 . . . . . Magazine Agent
- 343. NEW STATE; Lima, Montana.**  
Meets in Bailey's Hall every Wednesday at 7:30 P. M.  
W. A. Wilson . . . . . Master  
Ellsworth Dilsaver . . . . . Secretary  
W. A. Wilson . . . . . Collector  
A. T. Butler . . . . . Receiver  
D. E. Griffin . . . . . Magazine Agent
- 344. LAS ANIMAS; Trinidad, Colo.**  
Meets at Odd Fellow's Hall 1st and 3d Saturdays.  
G. W. Miller, U. P. shops . . . . . Master  
H. B. Garvin, Box 406 . . . . . Secretary  
W. K. Hedges, Box 584 . . . . . Collector  
W. F. Bendler, U. P. shops . . . . . Receiver  
C. H. Myers . . . . . Magazine Agent
- 345. FRONT END; Paris, Texas.**  
Meets in Public Square, 1st and 3d Saturday at 7:30 P. M.  
C. B. Vannasdale, W Sherman st . . . . . Master  
M. N. Mishler, 318 So Wright st . . . . . Secretary  
A. J. Riggins . . . . . Collector  
M. N. Mishler, 318 So. Wright st., Magazine Agent
- 346. FLOWERY LAND; Pensacola, Florida.**  
Meets in Rutherford's Hall 1st and 3d Mondays.  
F. T. Martin, L. & N. Shops . . . . . Master  
J. E. Lawless, 416 E. Wright st. . . . . Secretary  
J. B. Ross, L. & N. shops . . . . . Collector  
H. A. Smith, 819 E Belmont st. . . . . Receiver  
E. J. Amos, L & N shops . . . . . Magazine Agent
- 347. COKE KING; Scottdale, Pa.**  
Meets in I. O. O. F. Hall alternate Sundays.  
S. F. Scheivley . . . . . Master  
G. A. Myers . . . . . Secretary  
Herbert Crippen . . . . . Collector  
G. A. Jackson . . . . . Receiver  
Norval Miller . . . . . Magazine Agent
- 348. BLUE MOUNTAIN; La Grande, Oregon.**  
Meets in K. P. Hall every Wednesday at 2 P. M.  
H. M. Wall . . . . . Master  
F. E. Herr . . . . . Secretary  
J. W. Byrnes . . . . . Collector  
F. E. Herr . . . . . Receiver  
J. R. Oliver, L Box 116 . . . . . Magazine Agent
- 349. HUDSON RIVER; Union Hill, N. J.**  
Meets in Concordia Hall, 225 Bergenline ave., 2d and 4th Sundays.  
J. H. Lee, New Durham . . . . . Master  
J. J. Lawless, New Durham . . . . . Secretary  
J. J. Lawless, New Durham . . . . . Collector  
Peter Fox, 312 Cottage Place, Weehawken P. O. . . . . Receiver  
O. O. Ostrum, New Durham . . . . . Mag. Agent
- 350. JAMES DONNELLY; Perth Amboy, N. J.**  
Meets in Lyceum Hall, Smith st, 2d and 4th Sundays.  
Jno. Jones, 141 Washington st . . . . . Master  
B. B. Sheets, 209 Washington st . . . . . Secretary  
J. B. Voorhees, 14 William st . . . . . Collector  
T. R. Mertz, Broad st. . . . . Receiver  
B. B. Sheets, 209 Washington st, Magazine Agent



- 351. HOME; White Haven, Pa.**  
Meets in Odd Fellows' Hall 2d and 4th Sundays.  
G. S. Heimbrach . . . . . Master  
M. J. Costello . . . . . Secretary  
N. M. Smith . . . . . Collector  
J. N. Deterline . . . . . Receiver  
J. N. Deterline . . . . . Magazine Agent
- 352. CHAMPLAIN; St. Albans, Vt.**  
Meets in Engineers' Hall, 1st and 3d Sundays at 1:45 P. M. and 4th Monday at 7:45 P. M.  
J. H. Sweeney, 10 Bishop st . . . . . Master  
J. W. Murphy, 19 Cedar st . . . . . Secretary  
T. H. Rooney, Center st . . . . . Collector  
C. P. Kelly, 33 Diamond st . . . . . Receiver  
H. E. Broadhurst, Box 65 . . . . . Magazine Agent
- 353. MARBLE CITY; Rutland, Vt.**  
Meets in Pythian Hall, cor. Wales and Centre sts., 1st and 3d Sundays.  
W. R. McQuirk, 96 State st . . . . . Master  
Wm. Connell, 143 West st . . . . . Secretary  
Jno. Corcoran, 57 River st . . . . . Collector  
F. H. Earle, 35 Howe st . . . . . Receiver  
Wm. Connell, 143 West st . . . . . Magazine Agent
- 354. HOBOKEN; Hoboken, N. J.**  
Meets in Bernitt's Hall, 1st and Bloomfield sts., 2d and 4th Saturdays at 8 P. M.  
Patrick Ash, South Orange . . . . . Master  
Chris. Dugan, 165 N. Fifth st, Newark . . . . . Secretary  
Patrick Ash, South Orange . . . . . Collector  
L. E. Genung, Chatham . . . . . Receiver  
Jno. Gademan, 139 Hopkins ave, Jersey City . . . . . Magazine Agent
- 355. STONE CITY; Joliet, Ill.**  
Meets in B. of L. F. Hall, 222 Jefferson st., 1st Tuesday at 7:30 P. M. and 3d Sunday at 2:30 P. M.  
Chas. Quinlan, 213 Morgan st . . . . . Master  
P. C. McGuire, 412 S. Chicago st . . . . . Secretary  
P. C. McGuire, 412 S. Chicago st . . . . . Collector  
Jos. Cassidy, 405 Joliet st . . . . . Receiver  
J. D. Pollard, 108 Collins st . . . . . Magazine Agent
- 356. A. R. CAYNER; Lorain, O.**  
Meets at Royal Arcanum Hall, cor. Broadway and Bank st, 1st and 3d Sundays.  
J. O. Hills, 25 Livingston ave . . . . . Master  
M. E. Flynn, L. Box 1144 . . . . . Secretary  
W. I. Davis . . . . . Collector  
J. R. Schaar, Forest st . . . . . Receiver  
E. N. Rapstock, 115 W. Main st, Massillon . . . . . Magazine Agent
- 357. JUSTICE; Carleton, N. B.**  
Meets in Madras School 1st and 3d Sundays.  
F. W. Henderson, Fairville . . . . . Master  
F. W. Griffith, Box 53, Fairville . . . . . Secretary  
W. M. Beattie, Union st . . . . . Collector  
W. A. Smith, Box 35, Fairville . . . . . Receiver  
W. S. Beattie, West End, St. John . . . . . Mag. Agent
- 358. COOKE; West St. Paul, Minn.**  
Meets in Paul Martin Hall, cor. Colorado and So Wabasha sts, 1st Saturday at 7:45 P. M., 3d Sunday 2:30 P. M.  
Jno. Lynch, 246 Dunedin Terrace, St. Paul . . . . . Master  
T. P. Foley, 88 Augusta st, St. Paul . . . . . Secretary  
Patrick Hurlig, 88 Augusta st, St. Paul . . . . . Collector  
Jno. Truander, 1304 2d st So, Minneapolis . . . . . Receiver  
J. W. Norton, 465 Ada st . . . . . Magazine Agent
- 359. BIG FLINT; Wellington, Kansas.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 2 P. M.  
M. G. Myers . . . . . Master  
L. M. Landreth . . . . . Secretary  
J. G. Beard . . . . . Collector  
Louis Brinkmier . . . . . Receiver  
Harrison Beard . . . . . Magazine Agent
- 360. COLD SPRING; Springfield, Ohio.**  
Meets in Engineers and Firemen's Hall, E Main st, 1st and 3d Sundays.  
T. E. James, 445 E. Harrison st . . . . . Master  
A. W. Binns, E. High st . . . . . Secretary  
H. J. Teagarden, 207 Clifton st . . . . . Collector  
A. W. Binns, E. High st . . . . . Receiver  
Lang McGhee, 268 East st . . . . . Magazine Agent
- 361. TRIED AND TRUE; Washington, Ind.**  
Meets in B. of L. F. Hall 1st and 3d Sundays at 2 P. M.  
M. G. Myers . . . . . Master  
M. B. Wagoner . . . . . Secretary  
W. H. Cunningham . . . . . Collector  
M. P. Mooney . . . . . Receiver  
S. C. Mayes . . . . . Magazine Agent
- 362. CATABACT; Suspension Bridge, N. Y.**  
Meets in Sons of St. George Hall, cor. Falls and 1st sts, Niagara Falls, 1st and 3d Thursday evenings.  
J. A. Shrimpton, 615 E. Elmwood st., Niagara Falls . . . . . Master  
A. W. White, 23 Erie st., Niagara Falls . . . . . Secretary  
E. H. Blinco . . . . . Collector  
Chas. Baker, 362 4th st . . . . . Receiver  
J. A. Keller . . . . . Mag. Agent
- 363. METROPOLITAN; New York, N. Y.**  
Meets in Elite Hall, 139 E. 50th st., 2d and 4th Sundays at 2 P. M.  
F. J. Budway, 599 Morris ave . . . . . Master  
V. Butterfield, 159 W. 69th st . . . . . Secretary  
M. J. Lynch, Box 481, White Plains . . . . . Collector  
W. A. Eggleston, White Plains . . . . . Receiver  
W. J. Murphy, 108 E. 121st st . . . . . Mag. Agent
- 364. SOUTHERN STAR; Sanford, Fla.**  
Meets in A. O. U. W. Hall, Hotchkiss Block, 1st and 3d Sundays.  
T. S. Moxley, C. J. T. & K. W. R. R., Jacksonville . . . . . Master  
J. P. Wallace . . . . . Secretary  
T. D. Stone, Palatka . . . . . Collector  
A. J. Harvey . . . . . Receiver  
Magazine Agent
- 365. VIOLET; Bellows Falls, Vt.**  
Meets in Odd Fellows' Hall, 1st and 3d Saturday evenings.  
H. E. Bussey, Box 549 . . . . . Master  
E. F. Whitman, Box 614 . . . . . Secretary  
J. L. Keach, 26 Fulton st, Springfield, Mass . . . . . Collector  
J. W. Gallagher, Windsor . . . . . Receiver  
G. A. Hoffman, Box 267, Windsor . . . . . Mag. Agent
- 366. OASIS; Ogden, Utah.**  
Meets in K. P. Hall every Sunday at 7:30 P. M.  
Henry Ward, Terrace . . . . . Master  
F. W. Johnston, 2429 Grant ave . . . . . Secretary  
Sam Walker, Box 372 . . . . . Collector  
M. J. Powers, Terrace . . . . . Receiver  
J. W. Scharf, Box 372 . . . . . Magazine Agent
- 367. MORGAN CRANE; Somerset, Ky.**  
Meets in The Dill Moss Hall, Griffin ave, 1st and 3d Saturday evenings.  
W. L. Manpin . . . . . Master  
T. R. Harrison . . . . . Secretary  
G. L. Peffer . . . . . Collector  
Jos. Elliott, Box 61 . . . . . Receiver  
L. W. Swearingen, Apison, Tenn . . . . . Mag. Agent
- 368. DEEP WATER; Springfield, Mo.**  
Meets in K. of P. Hall, cor. College and Campbell sts., every Wednesday at 2 P. M.  
David Dinger, Hamilton st . . . . . Master  
D. H. Diller, 585 W. Pine st . . . . . Secretary  
V. M. Shoup . . . . . Collector  
F. B. Squires, L. Box 1068 . . . . . Receiver  
C. M. George . . . . . Magazine Agent
- 369. WALNUT VALLEY; El Dorado, Kan.**  
Meets in B. of L. F. Hall, cor. Main st and Central ave., every Thursday at 2:30 P. M.  
E. O. Summers, Box 293 . . . . . Master  
A. J. Hart . . . . . Secretary  
J. F. Nansie . . . . . Collector  
E. L. Temple, . . . . . Receiver  
Magazine Agent
- 370. NEOSHO VALLEY; Connell Grove, Kan.**  
Meets in A. O. U. W. Hall, 2d and 4th Wednesday days.  
A. H. Benson . . . . . Master  
I. S. Tolbert . . . . . Secretary  
C. A. Flynn . . . . . Collector  
J. N. Leeman, Box 271 . . . . . Receiver  
P. S. De Hoff . . . . . Magazine Agent
- 371. COVENANT; Nevada, Mo.**  
Meets in B. of E. T. Hall, E. Cherry st., 2d and 4th Thursdays at 7:30 P. M.  
W. L. McBride, 1023 E. Locust st . . . . . Master  
C. T. Callahan, 320 E. Allesen st . . . . . Secretary  
E. H. Schader, 711 E. Lee st . . . . . Collector  
Squire Innis, . . . . . Receiver  
C. T. Callahan, 320 E. Locust st., Magazine Agent
- 372. SIGNAL MOUNT; Big Springs, Texas.**  
Meets at Union Hall every Saturday at 2 P. M.  
F. W. Fahrenkamp, Box 33 . . . . . Master  
Jno. Price, Box 33 . . . . . Secretary  
J. B. Ryan, Box 33 . . . . . Collector  
J. F. Scholz, Box 33 . . . . . Receiver  
C. G. Morris . . . . . Magazine Agent

- 373. PAWNEE; Fairbury, Neb.**  
Meets in A. O. U. W. Hall 2d and 4th Wednesday at 7:30 P. M.  
L. K. Bagg, Box 208 . . . . . Master  
I. T. Arnold, Box 182 . . . . . Secretary  
T. J. Parrish . . . . . Collector  
Hugh Studabaker, Box 442 . . . . . Receiver  
D. B. Grant . . . . . Magazine Agent
- 374. McALLISTER; Herington, Kan.**  
Meets in I. O. O. F. Hall, 1st Thursday at 1:30 P. M. and 3d Thursday at 7:30 P. M.  
Jno. Hodgson, Box 158 . . . . . Master  
C. G. Sanborn . . . . . Secretary  
A. J. Hoatson . . . . . Collector  
E. H. Henderson . . . . . Receiver  
A. J. Hoatson . . . . . Magazine Agent
- 375. FRIENDSHIP; Dayton, Ohio.**  
Meets in K. P. Hall 1st and 3d Sundays.  
M. P. Hoban, 635 E 2d st . . . . . Master  
E. B. Childs, 26 Linden ave . . . . . Secretary  
Elmore Dorman, 269 Valley st . . . . . Collector  
N. W. Rose, 106 Horton st . . . . . Receiver  
Jos. McMichael, 76 Baker st . . . . . Magazine Agent
- 376. J. H. KIRK; Horton, Kan.**  
Meets in Kemperd Hall every Monday.  
J. B. Travis . . . . . Master  
T. W. Charles . . . . . Secretary  
Lee Hamilton . . . . . Collector  
F. C. Laine . . . . . Receiver  
 . . . . . Magazine Agent
- 377. NICKEL PLATE, Conneaut, Ohio.**  
Meets in Harrington's Hall, cor. State and Chestnut sts, 1st and 3d Tuesdays at 8 P. M. and 2d and 4th Tuesdays at 8 A. M.  
W. S. Simpkins . . . . . Master  
F. M. Hubbard, Box 154 . . . . . Secretary  
C. L. Melson, Box 716 . . . . . Collector  
O. F. L. Wilkins, Box 596 . . . . . Receiver  
T. E. McGinnis . . . . . Magazine Agent
- 378. HOLBROOK; Charters, Pa.**  
Meets in Christian Hall, McKees Rocks, every Sunday at 1 P. M.  
Wm. Dixon, McKees Rocks . . . . . Master  
J. S. Holloway, McKees Rocks . . . . . Secretary  
J. M. Galbraith, McKees Rocks . . . . . Collector  
C. L. Hinsdale, McKees Rocks . . . . . Receiver  
Wm. Dixon, McKees Rocks . . . . . Magazine Agent
- 379. WEAVER; Sayre, Pa.**  
Meets in Fireman's Hall 2d and 4th Sundays at 2 P. M.  
W. E. Preston, 131 Providence st . . . . . Master  
J. H. Repp, Box 255 . . . . . Secretary  
F. E. Green . . . . . Collector  
Johnson Walt, Box 218 . . . . . Receiver  
Saml. Line, 122 Park Place, Waverly, N. Y. . . . . Magazine Agent
- 380. HUB CITY; Aberdeen, South Dakota.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.  
Patrick Grady, Millbank . . . . . Master  
G. B. Abell . . . . . Secretary  
Humphrey Davis . . . . . Collector  
B. F. Slater . . . . . Receiver  
E. A. Conright, Millbank . . . . . Magazine Agent
- 381. J. W. WALKER; Conemaugh, Pa.**  
Meets in Kullo Hall, Main st., 2d and 4th Mondays at 2:30 P. M.  
P. S. Coy . . . . . Master  
J. A. Kelper . . . . . Secretary  
H. A. Horton . . . . . Collector  
J. L. Williams, Box 16 . . . . . Receiver  
W. F. Stump . . . . . Magazine Agent
- 382. BETHESDA; Waukesha, Wis.**  
Meets in Engineers' Hall 1st and 3d Sundays.  
Martin Murray, 200 Main st . . . . . Master  
Frank Zimmerman, 820 The Strand . . . . . Secretary  
Wm. Doynen, Sr., 204 Arcadian ave . . . . . Collector  
Chas. Vrooman, Box 1247 . . . . . Receiver  
Martin Murray, 200 Main st . . . . . Magazine Agent
- 383. PETROLEUM; Oil City, Pa.**  
Meets in Trax & Kramer's Hall, alternate Sundays  
Patrick Sheehan, 105 Washington ave . . . . . Master  
J. R. Cannon, Commercial Hotel . . . . . Secretary  
W. D. McQuinn, 385 Washington ave . . . . . Collector  
A. G. Sittig, 56 Grove ave . . . . . Receiver  
J. F. Martin, 339 Washington ave . . . . . Mag. Agent
- 384. R. H. WILBUR; Lehighton, Pa.**  
Meets in Reber's Hall, Bank st., 2d and 4th Sundays 2 P. M.  
A. H. Miller, Weissport . . . . . Master  
L. O. J. Strauss . . . . . Secretary  
W. H. H. Plummer, Weissport . . . . . Collector  
Alfred Dreisbach, Weissport . . . . . Receiver  
A. T. Henry, Weissport . . . . . Magazine Agent
- 385. BOWER CITY; Janesville, Wis.**  
Meets in B. of L. E. Hall 2d Sunday at 2:30 P. M. and 4th Wednesday at 7:30 P. M.  
J. C. Morris, 353 Centre st . . . . . Master  
I. W. Allen, 259 Center ave. . . . . Secretary  
J. C. Morris, 353 Centre st. . . . . Collector  
R. H. Erdman, 407 North st. . . . . Receiver  
C. E. Dougherty . . . . . Magazine Agent
- 386. RAMONA; San Diego, Cal.**  
Meets in K. P. Hall, cor 6th and F. sts., 2d and 4th Sundays at 2 P. M.  
W. J. Hanford, Foster . . . . . Master  
T. H. Robertson, Pacific Beach . . . . . Secretary  
C. K. Stewart, 1043 10th st. . . . . Collector  
R. V. Dodge, 5th and D sts . . . . . Receiver  
A. P. Tyler, 722 11th st . . . . . Magazine Agent
- 387. RED ROCK; Schreiber, Ontario.**  
Meets in B. of L. F. Hall 1st and 3d Sundays at 2:30 P. M.  
P. H. Roemley . . . . . Master  
Jas. Beggs . . . . . Secretary  
Edw. Sale . . . . . Collector  
Harry West . . . . . Receiver  
R. J. Craig, C. P. R. R. . . . . Magazine Agent
- 388. PHIL. H. SHERIDAN; Milwaukee, Wis.**  
Meets at Firemen's Hall, 170 Reed st 1st Sunday at 2:30 P. M. and 3d Sunday at 7:30 P. M.  
F. W. Archibald, 190 DeWitt st . . . . . Master  
U. G. Hutchison, 312 National ave . . . . . Secretary  
Nicholas Zehren, 193 Huron st . . . . . Collector  
J. C. Pier, 414 16th ave . . . . . Receiver  
Louis Lecorp, 160 Detroit st . . . . . Magazine Agent
- 389. LIVINGSTONE; Chillicothe, Mo.**  
Meets in G. A. E. Hall, east side Public Square, 1st and 3d Sundays.  
J. N. Maybanks, 302 E. Jackson st . . . . . Master  
E. P. Hackett, 117 E. Jackson st . . . . . Secretary  
J. W. Stipp, Box 68 . . . . . Collector  
Virgil Gore . . . . . Receiver  
W. G. Bryant . . . . . Magazine Agent
- 390. IRON MOUNTAIN; Carondelet, Mo.**  
Meets in Druids' Hall, 7001 So. Broadway, 2d and 4th Tuesdays at 8 P. M.  
E. F. Paul, 7205 S Broadway, So St. Louis, Master  
Peter Quinn, 7000 Pennsylvania ave, So St. Louis . . . . . Secretary  
Jos. Middleton, 7007 S Broadway, So St. Louis . . . . . Collector  
E. F. Paul, 7205 S Broadway, So St. Louis . . . . . Receiver  
L. N. Bauer, 7617 Pennsylvania ave, So St. Louis . . . . . Magazine Agent
- 391. NAUYOO; Ft. Madison, Iowa.**  
Meets in K. of P. Hall, James Block, 1st and 3d Wednesday evenings and 2d and 4th Wednesday afternoons.  
W. A. Scherfe, 214 3d st . . . . . Master  
H. S. Payne, 2401 Webster st . . . . . Secretary  
F. E. Weisner . . . . . Collector  
S. W. Bowser, 305 Hanover st . . . . . Receiver  
Jas. Low, 1906 2d st . . . . . Magazine Agent
- 392. WEST PENN; Blairsville, Pa.**  
Meets in I. O. O. F. Hall every Tuesday at 2 P. M.  
E. A. Wiley, Box 509 . . . . . Master  
J. D. Davis, Box 20 . . . . . Secretary  
L. H. Martin, Box 39 . . . . . Collector  
W. R. Ransom, Cokeville . . . . . Receiver  
L. H. Martin, Box 39 . . . . . Magazine Agent
- 393. BIG SANDY; Lexington, Ky.**  
Meets in I. O. O. F. Hall, E. Main st., 1st Monday at 7:30 P. M. and 3d Sunday at 2:30 P. M.  
F. W. Collier, 71 S. Upper st. . . . . Master  
T. W. Robertson, 71 S. Upper st. . . . . Secretary  
W. J. Burgess, C. & O. Shops . . . . . Collector  
J. A. Wyant, 101 So Limestone st . . . . . Receiver  
J. B. Cavins, Clay ave . . . . . Magazine Agent
- 394. PLEASANT VALLEY; Beatrice, Nebraska.**  
Meets in K. of P. Hall, N. Fifth st., every Sunday at 2 P. M.  
E. K. Cole, 809 S. 6th st . . . . . Master  
D. A. McCarter, 1708 E Ella st . . . . . Secretary  
E. K. Cole, 809 S 6th st . . . . . Collector  
Henry Cox, Pacific House . . . . . Receiver  
Wm. Millar, 1022 Bell st . . . . . Magazine Agent



**395. MILLARD FOSTER; Shorey, Kan.**

Meets in Fletcher Hall every Tuesday at 7:30 P.M.  
 J. T. Cuff . . . . . Master  
 Thos. Quinn, Box 27 . . . . . Secretary  
 Henry Tambllyn, Box 27 . . . . . Collector  
 H. H. Brown, Box 27 . . . . . Receiver  
 D. J. Tambllyn, Box 27 . . . . . Magazine Agent

**396. TIP TOP; Goodland, Kansas.**

Meets in B of L F. Hall every Monday at 7:30 P.M.  
 J. D. Farrell . . . . . Master  
 J. R. Morris, L. Box 46 . . . . . Secretary  
 J. R. Morris, L. Box 46 . . . . . Collector  
 Welcome Sims . . . . . Receiver  
 Wm. Swearingen . . . . . Magazine Agent

**397. LONG DIVISION; Holsington, Kansas.**

Meets in Masonic Hall, 1st and 3d Wednesdays, at 2 P. M.  
 L. E. Baker . . . . . Master  
 C. E. Tindall, Box 42 . . . . . Secretary  
 P. T. Day . . . . . Collector  
 G. W. Brisby . . . . . Receiver  
 P. U. Day . . . . . Magazine Agent

**398. CONSTANT; Olean, N. Y.**

Meets in K. O. T. M. Hall alternate Sundays.  
 A. F. Johnson, 192 6th st . . . . . Master  
 J. W. Cook, Box 1048 . . . . . Secretary  
 A. F. Johnson, 192 6th st . . . . . Collector  
 J. W. Cook, Box 1048 . . . . . Receiver  
 W. H. Jacquett, 16 Whitney ave, Magazine Agent

**399. CRESCENT CITY; New Orleans, La.**

Meets in Teutonia Hall, 2d and 4th Thursdays.  
 J. M. Gordon, 506 Chartres st . . . . . Master  
 W. A. O'Donnell, 164 Laurel st . . . . . Secretary  
 B. J. Meyer, 168 Clara st . . . . . Collector  
 J. S. Braill, 247 Perdido st . . . . . Receiver  
 G. H. Meyer, 168 Clara st . . . . . Magazine Agent

**400. MARIAS DES CYGNE; Osawatimie, Kan.**

Meets in Firemen's Hall every Friday at 7:30 P. M.  
 E. B. Dorman . . . . . Master  
 C. W. Cook, Box 97 . . . . . Secretary  
 E. B. Dorman . . . . . Collector  
 Jno. Sims . . . . . Receiver  
 H. L. Voorhees . . . . . Magazine Agent

**401. ITASCA; Two Harbors, Minn.**

Meets in I. O. O. F. Hall, 2d and 4th Sundays.  
 Martin Muth . . . . . Master  
 Paul Tingerthal . . . . . Secretary  
 Jas. Shea . . . . . Collector  
 Paul Tingerthal . . . . . Receiver  
 G. M. Banfield . . . . . Magazine Agent

**402. WATER LILY; Water Valley, Minn.**

Meets in K. of P. Hall, 1st and 3d Thursdays, at 7:30 P. M.  
 J. E. Myers . . . . . Master  
 Wm. Basma . . . . . Secretary  
 Wm. Basma . . . . . Collector  
 W. W. Leland . . . . . Receiver  
 C. H. David . . . . . Magazine Agent

**403. ELIZABETH; Portsmouth, Va.**

Meets in Pythian Hall 2d and 4th Sundays.  
 J. P. Fitzpatrick, 301 3d st . . . . . Master  
 A. W. Locke, 608 London st . . . . . Secretary  
 C. E. Burroughs, 1126 Effingham st . . . . . Collector  
 A. W. Locke, 608 London st . . . . . Receiver  
 P. E. Whitehurst, 25 Dinwiddie st . . . . . Mag. Agent

**404. GRAVITY; Dunmore, Pa.**

Meets in Swarts Hall, 2d and 4th Sundays at 2 P.M.  
 W. H. Jennings . . . . . Master  
 E. E. Collins, Box 227 . . . . . Secretary  
 J. E. Stuart . . . . . Collector  
 D. G. Wescott . . . . . Receiver  
 C. E. Collins, Box 227 . . . . . Magazine Agent

**405. VANDALIA; Elmhurst, Ill.**

Meets in K. of H. Hall 2d and 4th Sundays at 2 P. M. and 1st and 3d Sundays at 7:30 P. M.  
 W. H. Crise, Box 251 . . . . . Master  
 A. J. Cohea . . . . . Secretary  
 W. H. Crise, Box 251 . . . . . Collector  
 August Underriener, Box 251 . . . . . Receiver  
 Jacob Schmitt, Box 301 . . . . . Magazine Agent

**406. THANKSGIVING; Foxburg, Pa.**

Meets in Odd Fellows' Hall, 1st and 3d Sundays, at 2 P. M.  
 G. H. McCleery . . . . . Master  
 Albert Conant . . . . . Secretary  
 J. D. Healy . . . . . Collector  
 W. F. Keefer . . . . . Receiver  
 J. D. Healy . . . . . Magazine Agent

**407. PUGET SOUND; Seattle, Wash.**

Meets in Masonic Hall, cor. Second and Pike streets, 1st and 3d Sundays at 8 P. M.  
 F. K. Shipley, C. & P. S. shops . . . . . Master  
 Wm. Claussen, C. & P. S. shops . . . . . Secretary  
 Horatio Selfridge, C. & P. S. shops . . . . . Collector  
 J. H. Gilluly, C. & P. S. shops . . . . . Receiver  
 C. B. Rumlil, C. & P. S. Shops . . . . . Mag. Agent

**408. CRYSTAL; Jacksonville, Ill.**

Meets in S. P. & P. H. Hall alternate Sundays at 2 P. M.  
 F. P. Drew, 1003 E Lafayette ave . . . . . Master  
 Basil McMillan, 469 E st . . . . . Secretary  
 F. P. Drew . . . . . Collector  
 H. T. Benson, 788 E College ave . . . . . Receiver  
 Wm. Norman, 724 N. East st . . . . . Magazine Agent

**409. AIR LINE; Princeton, Ind.**

Meets in Beeler Hall 2d and 4th Sundays at 2 P. M. and 1st and 3d Wednesdays at 7:30 P. M.  
 J. W. Hilliard, Box 467 . . . . . Master  
 J. L. Ballard, Box 467 . . . . . Secretary  
 J. M. Kell . . . . . Collector  
 J. W. Hilliard, Box 467 . . . . . Receiver  
 . . . . . Magazine Agent

**410. HERBERT P. LITTLEJOHN; Fitchburg, Mass.**

Meets in G. A. R. Hall 2d and 4th Sundays at 11 A. M.  
 E. W. Rogers, 54 Day st . . . . . Master  
 M. H. Cadagan, 93 Cedar st . . . . . Secretary  
 W. C. Hodges . . . . . Collector  
 J. L. Powers, F. R. R. r'nd house . . . . . Receiver  
 E. E. Grant, 72 North st . . . . . Magazine Agent

**411. WOLVERINE; Marshall, Mich.**

Meets in G. A. R. Hall, cor. Madison and State sts, 2d and 4th Sundays.  
 F. W. Smith . . . . . Master  
 L. S. Johnson . . . . . Secretary  
 Frank West . . . . . Collector  
 F. W. Smith . . . . . Receiver  
 . . . . . Magazine Agent

**412. MT. BAKER; Ellensburg, Wash.**

Meets in G. A. R. Hall, Cor. 4th and Pearl sts, every Friday at 2:30 P. M.  
 W. Y. Theal . . . . . Master  
 H. F. Rowland, Box 496 . . . . . Secretary  
 J. P. Clymer . . . . . Collector  
 Orson Stevenson . . . . . Receiver  
 O. P. Walden, Box 743 . . . . . Magazine Agent

**413. TWO REPUBLICS; San Luis Potosi, Mexico.**

Meets in Firemen's Hall, Calle Morales, 1st and 3d Sundays at 8 P. M.  
 Dan'l Nolan . . . . . Master  
 Geo. Richardson, Box 71 . . . . . Secretary  
 Jno. Quinn, Box 71 . . . . . Collector  
 Geo. Richardson, Box 71 . . . . . Receiver  
 Louis Kuntcher, Box 71 . . . . . Magazine Agent

**414. ADAMANT; St. Louis, Mo.**

Meets in Masonic Hall, cor Chouteau ave. and Manchester Road, 1st and 3d Mondays at 2 P.M.  
 E. J. Fish, 1419 Old Manchester Road . . . . . Master  
 E. W. Keatley, 4222 Norfolk ave . . . . . Secretary  
 J. W. Donahoe, 4234 Norfolk ave . . . . . Collector  
 E. W. Keatley, 4222 Norfolk ave . . . . . Receiver  
 Gustave Stoll, 1315 Old Manchester Road . . . . . Magazine Agent

**415. MAYFLOWER; Louisville, Ky.**

Meets in Market Hall, Shelby st., bet Market and Jefferson sts., every Wednesday at 2 P. M.  
 Edw. Neff . . . . . Master  
 Jos. Fitzpatrick, 1339 Reservoir ave . . . . . Secretary  
 G. P. Knochs, 1116 11th st . . . . . Collector  
 Jos. Fitzpatrick, 1339 Reservoir ave . . . . . Receiver  
 B. W. Blue, 1030 Washington st, Magazine Agent

**416. RADIANT; Mahoningtown, Pa.**

Meets in Smith's Hall 1st Sunday and 3d Tuesday.  
 J. M. Yates . . . . . Master  
 G. P. Jones, Box 77 . . . . . Secretary  
 E. H. Grace . . . . . Collector  
 E. H. Grace . . . . . Receiver  
 J. T. Ayers . . . . . Magazine Agent

**417. DIAMOND; Champaign, Ill.**

Meets in Kuhn's Hall, 45 Main st, 1st and 3d Sundays at 2:30 P. M.  
 F. C. Sabin, 317 S. Randolph st . . . . . Master  
 C. B. Vaughn, 402 Columbia ave . . . . . Secretary  
 D. W. O'Brien . . . . . Collector  
 H. C. Stitt . . . . . Receiver  
 W. G. Tucker, 15 Eureka st . . . . . Magazine Agent

- 418. BALD EAGLE; Jersey Shore, Pa.**  
Meets in Engineer's Hall, cor. Allegheny and Wiley sts., 2d and 4th Sundays at 1:30 P. M.  
C. H. Wyant . . . . . Master  
F. H. Heinbach . . . . . Secretary  
F. N. Sallada . . . . . Collector  
D. E. Messner . . . . . Receiver  
C. H. Wyant . . . . . Magazine Agent
- 419. STEPTOE BUTTE; Tokeo, Wash.**  
Meets in Whitmore & McLean Hall, every Tuesday at 7:30 P. M.  
T. D. Connor . . . . . Master  
C. A. Panton . . . . . Secretary  
W. F. Corcoran . . . . . Collector  
T. D. Connor . . . . . Receiver  
W. F. Potts . . . . . Magazine Agent
- 420. ANN ARBOR; Owosso, Mich.**  
Meets in Richardson's Hall, Washington st., 2d and 4th Sundays.  
A. F. Yerkes, 438 E. Main st . . . . . Master  
J. D. Pollard, 421 E Exchange st . . . . . Secretary  
J. F. Hux, 211 Cass st . . . . . Collector  
F. E. Harrington, 403 Michigan ave . . . . . Receiver  
J. F. Hux, 211 Cass st . . . . . Magazine Agent
- 421. WINDSOR; Windsor, Ont.**  
Meets in A. O. F. Hall 1st and 3d Wednesdays.  
Peter Harrison . . . . . Master  
W. D. Atherton, G. T. R. . . . . Secretary  
J. T. Pryor, G. T. R. . . . . Collector  
Thos. Howe, G. T. R. . . . . Receiver  
M. J. King, G. T. R. . . . . Magazine Agent
- 422. LAKE VIEW; Ashtabula Harbor, Ohio.**  
Meets in Knights of Labor Hall, 8 Oak st, 1st and 3d Sundays at 1:30 P. M.  
J. W. Bunnell . . . . . Master  
F. L. Allen, Box 400 . . . . . Secretary  
W. B. Porter, Box 434 . . . . . Collector  
T. A. Kagy, Box 407 . . . . . Receiver  
 . . . . . Magazine Agent
- 423. MOUNT HELENA; Helena, Mont.**  
Meets in B. R. T. Hall, N. P. Depot, Helena ave, 1st and 3d Fridays at 7 P. M.  
A. E. Lynes, Station A . . . . . Master  
J. E. Morris, 1508 Phenix ave . . . . . Secretary  
J. E. Morris, 1508 Phenix ave . . . . . Collector  
J. H. Daily, Bailey Block . . . . . Receiver  
A. E. Lynes, Station A . . . . . Magazine Agent
- 424. FLEETWOOD; Covington, Ky.**  
Meets in Odd Fellow's Hall, cor. 5th and Madison sts, 2d Wednesday at 7:30 P. M. and 4th Sunday at 2 P. M.  
W. W. Brewer, 100 W 15th st . . . . . Master  
B. O. Chalkley, 1115 Washington ave . . . . . Secretary  
Jno. King, 1209 Russell st . . . . . Collector  
J. W. Kincaid, 1343 Scott st . . . . . Receiver  
A. C. Kinzer, 1428 Russell st. . . . . Magazine Agent
- 425. PETER BURNS; East Nashville, Tenn.**  
Meets in Burton's Hall, cor. Third and Forest sts., Nashville, every Tuesday at 9:30 A. M.  
T. M. Bledsoe, 206 Berry st. . . . . Master  
J. A. Howard, 3d and Josephine sts, Nashville . . . . . Secretary  
Warner Campbell, 232 Foster st, Nashville . . . . . Collector  
H. L. Tindall, Stockell and Josephine sts . . . . . Receiver  
Jas. Griffith, 222 Foster st., Nashville . . . . . Magazine Agent
- 426. TONBIGBEE; Columbus, Miss.**  
Meets in K. P. Hall, Morgan Building, 1st and 3d Thursdays and 2d and 4th Mondays.  
G. W. Carson . . . . . Master  
Torry McCulloch . . . . . Secretary  
Jos. Kanatser . . . . . Collector  
R. C. McClanahan . . . . . Receiver  
G. L. Jones . . . . . Magazine Agent
- 427. CONGAREE; Columbia, S. C.**  
Meets in K. P. Hall, 225 Main st. every Sunday at 10:30 A. M.  
W. S. Fetner, 41 Richland st. . . . . Master  
J. C. Walker, 189 Blanding st . . . . . Secretary  
D. A. Dillard, 119 Winn st . . . . . Collector  
J. D. Tuck, 209 Richland st . . . . . Receiver  
D. A. Dillard, 119 Winn st . . . . . Magazine Agent
- 428. CHEROKEE; Van Buren, Ark.**  
Meets in A. O. U. W. Hall, 2d and 4th Thursdays.  
Jno. Bub, Box 162 . . . . . Master  
J. C. Williams, Box 205 . . . . . Secretary  
F. S. Johnson . . . . . Collector  
Richard Menessey . . . . . Receiver  
J. L. Hutchison . . . . . Magazine Agent
- 429. MOUNT PLEASANT; Chicago, Ill.**  
Meets in Baker's Hall, cor. Hart and Archer aves., 1st Sunday at 7:30 P. M. and 3d Sunday at 2:30 P. M.  
Chas. Armstrong, 2369 Joseph st., Brighton Park . . . . . Master  
Jas. O'Donnell, 1916 38th st . . . . . Secretary  
Gustave Spindler, 2182 38th st . . . . . Collector  
Wm. Hayes, 2134 Joseph st . . . . . Receiver  
Jas. O'Donnell, 1916 38th st . . . . . Magazine Agent
- 430. WINCHESTER; Martinsburg, W. Va.**  
Meets in K. P. Hall, every Wednesday at 2 P. M.  
W. F. Eberle . . . . . Master  
R. E. Baker, Box 193 . . . . . Secretary  
F. H. Brookman, Cumberland, Md. . . . . Collector  
Chas. Pennell . . . . . Receiver  
C. M. Gray, Box 167 . . . . . Magazine Agent
- 432. PATAPSCO; Baltimore, Md.**  
Meets in Mechanic's Exchange Hall, 2nd floor, 2 E. Fort ave, cor. Charles st, 1st and 3d Sundays at 2 P. M.  
H. H. Hildebrand, 1261 Riverside ave . . . . . Master  
W. A. Tribby, 1431 Hanover st . . . . . Secretary  
Jacob Fishell, 120 E. Fort ave . . . . . Collector  
B. M. Stone, 1523 William st . . . . . Receiver  
R. C. Norman, 1261 Riverside ave . . . . . Mag. Agent
- 433. ENGLEWOOD; Chicago, Ill.**  
Meets in Kerwin's Hall, Wentworth ave. and 55th st., 1st Sunday morning and 3d Saturday evening.  
H. F. Brooks, 5433 Princeton ave . . . . . Master  
Nicholas Simon, 5407 Shields ave . . . . . Secretary  
Nicholas Simon, 5407 Shields ave . . . . . Collector  
Chas. Naylor, 5506 Wentworth ave . . . . . Receiver  
Nicholas Simon, 5407 Shields ave . . . . . Magazine Agent
- 434. WILLOW GROVE; Bennett, Pa.**  
Meets in Mechanic's Hall 1st and 3d Thursday evening.  
F. H. Welk . . . . . Master  
Ford Welk . . . . . Secretary  
C. O. Sprague . . . . . Collector  
F. E. Woodford . . . . . Receiver  
Jas. Gannon, 109 Lacock st, Allegheny. . . . . Magazine Agent
- 435. NOTTOWAY; Crewe, Va.**  
Meets in Masonic Hall, 2d Saturday and 4th Sunday at 2:30 P. M.  
J. B. Neale . . . . . Master  
G. H. Long . . . . . Secretary  
J. B. Neale . . . . . Collector  
G. H. Long . . . . . Receiver  
W. A. Clayton . . . . . Magazine Agent
- 436. JAMES I. WATT; McComb City, Miss.**  
Meets in Masonic Hall every Tuesday.  
E. L. Huntley . . . . . Master  
J. C. Whiddon . . . . . Secretary  
J. J. Pimm . . . . . Collector  
W. L. Munn . . . . . Receiver  
W. H. Wood . . . . . Magazine Agent
- 437. EMERALD; Leavenworth, Kan.**  
Meets in K. P. Hall, cor. 4th and Delaware sts., 2d Sunday and 4th Saturday evening.  
Jas. McNeerney, 4th and Kiowa sts. . . . . Master  
Chas. Curtin, 720 Kiowa st. . . . . Secretary  
Thos. Cronin, 718 Kiowa . . . . . Collector  
J. W. Cookson, K. C. W. & N. W. Rd House . . . . . Receiver  
E. E. Dustin, 602 So Espanade st, Magazine Agent
- 438. COMFORT; Cheyenne, Wyo.**  
Meets in Engineers' Hall, 112½ W. 16th st. every Friday at 7:30 P. M.  
J. K. Baldwin, 200 E. 20th st. . . . . Master  
Ralph Robertson, Box 646 . . . . . Secretary  
T. E. Holland, 1817 Vanlunen st . . . . . Collector  
H. F. Zinn, 307 E. 16th st . . . . . Receiver  
 . . . . . Magazine Agent
- 439. APACHE CANON; Las Vegas, New Mexico.**  
Meets in K. of P. Hall, E. Las Vegas, every Saturday at 7:30 P. M.  
W. F. Beck, E. Las Vegas . . . . . Master  
C. U. E. Pierson, E. Las Vegas . . . . . Secretary  
Edw. Sears, E. Las Vegas . . . . . Collector  
Richard Jacquemin, E. Las Vegas . . . . . Receiver  
David Jacquemin, E. Las Vegas . . . . . Magazine Agent



- 440. CHEROKEE; Macon, Ga.**  
Meets in R. of L. E. Hall, bet. 3d and 4th sts. on Broadway, every Tuesday at 2 P. M.  
W. H. Smith, Box 60 . . . . . Master  
Robt Gardner . . . . . Secretary  
Thos. Mansfield . . . . . Collector  
W. H. Smith, Box 60 . . . . . Receiver  
W. H. Smith, Box 60 . . . . . Magazine Agent
- 441. MIAMI; Cincinnati, Ohio.**  
Meets in G. A. R. Hall, Eastern ave. and Rigley st., 1st and 3d Sundays at 2 P. M.  
A. E. Merrill, 1195 Eastern ave. . . . . Master  
W. J. Brennan, 1141 Eastern ave. . . . . Secretary  
Jno. Denner, Loveland . . . . . Collector  
A. E. Merrill, 1195 Eastern ave. . . . . Receiver  
Mike Carroll, Loveland . . . . . Magazine Agent
- 442. BARRIE BAY; Aftandale, Ontario.**  
Meets in Firemen's Hall 1st and 3d Sundays.  
T. C. Boyce . . . . . Master  
W. J. Church, Box 114 . . . . . Secretary  
J. N. Harps, Box 202 . . . . . Collector  
W. J. McKinley, Box 207 . . . . . Receiver  
Lemuel Little . . . . . Magazine Agent
- 443. VIRGINIA; Danville, Va.**  
Meets in Odd Fellows' Hall, 514 Main st., 2d and 4th Mondays at 1:30 P. M.  
G. B. Wagner, Norwood, N. C. . . . . Master  
R. L. Pierce, 422 Franklin st., North Danville . . . . . Secretary  
A. E. Bost, Box 84 North Danville . . . . . Collector  
W. E. Clodfelter, 322 Franklin st. . . . . Receiver  
A. E. Bost, Box 84, North Danville . . . . . Mag. Agent
- 444. MISSISSIPPI; Knoxville, Tenn.**  
Meets in French & Roberts Building, every Monday at 2 P. M.  
B. H. Hart, 1220 Luttrell ave. . . . . Master  
J. H. Montague, 309 Broad st. . . . . Secretary  
Tim O'Connor, 723 W. Clinch st. . . . . Collector  
W. L. Phry, 703 Richard st. . . . . Receiver  
E. L. Shell, 809 Hannah ave. . . . . Magazine Agent
- 445. MOUNTAIN GEM; Glens Falls, N. Y.**  
Meets in N. Schroder's Hall, every Tuesday at 7:30 P. M.  
E. H. Rice . . . . . Master  
R. D. Gorby . . . . . Secretary  
Jno. Kiehm . . . . . Collector  
R. D. Gorby . . . . . Receiver  
Jno. Manning . . . . . Magazine Agent
- 446. BLUESTONE; Elizabethtown, W. Va.**  
Meets in Stanger's Hall, 1st and 2d Sundays at 7 P. M. and 3d and 4th Sundays at 2 P. M.  
Wm. Dougherty, Box 135 . . . . . Master  
W. G. Hein, Box 112 . . . . . Secretary  
Jos. Werner . . . . . Collector  
W. R. Yockey, Box 135 . . . . . Receiver  
Magazine Agent
- 447. FRENCH BROAD; Asheville, N. C.**  
Meets in B. of L. F. Hall 2d and 4th Sundays at 10:30 A. M.  
O. M. Loney, Box 228 . . . . . Master  
H. A. Ragle, Box 412 . . . . . Secretary  
R. B. Lee, Box 412 . . . . . Collector  
B. T. Egerton, Box 412 . . . . . Receiver  
H. A. Ragle, Box 412 . . . . . Magazine Agent
- 448. ALTA MONT; Keyser, W. Va.**  
Meets in Good Templars' Hall, every Monday at 2 P. M.  
J. W. Dorton, Box 69 . . . . . Master  
Porter Kinney . . . . . Secretary  
H. B. Rice . . . . . Collector  
W. B. Davis, Box 56 . . . . . Receiver  
W. J. White . . . . . Magazine Agent
- 449. KOKAN RIVER; Cleburne, Texas.**  
Meets in B. of L. F. Hall every Tuesday evening.  
C. M. Rogers . . . . . Master  
Jno. Mobley, Box 162 . . . . . Secretary  
G. L. Wilson . . . . . Collector  
C. E. Winther, Box 36 . . . . . Receiver  
Magazine Agent
- 450. CLEVELAND; Cleveland, Ohio.**  
Meets in Fraternity Hall, cor. Lorain and Pearl sts. 2d Saturday evening and 4th Sunday at 2 P. M.  
Hugh Underhill, 41 Howard st. . . . . Master  
E. L. Banks, 488 Pearl st. . . . . Secretary  
E. L. Banks, 488 Pearl st. . . . . Collector  
Jas Hugo, 110 Root st. . . . . Receiver  
Chas. Mauer, 391 Waverly ave. . . . . Magazine Agent
- 451. BOBS 4ABC; Benham, Texas.**  
Meets in I. O. O. F. Hall 1st and 3d Fridays at 8 P. M.  
H. D. Barnes . . . . . Master  
T. L. Cox . . . . . Secretary  
H. J. Pierce . . . . . Collector  
T. L. Cox . . . . . Receiver  
H. E. Collett . . . . . Magazine Agent
- 452. WM. REAZLEY; Parkersburg, W. Va.**  
Meets in K. of P. Hall, Fourth st., 2d and 4th Sundays at 2 P. M.  
N. F. Bishop, 1827 Spring st. . . . . Master  
L. W. Broughton, 854 9th st. . . . . Secretary  
J. F. McLaughlin, 612 Green st. . . . . Collector  
W. C. Scroggin, 128 8th st. . . . . Receiver  
W. B. Carlena, 601 18th st. . . . . Magazine Agent
- 453. RADFORD; Radford, Va.**  
Meets in Odd Fellows' Hall, East Radford, 2d and 4th Sundays.  
W. E. Marion, East Radford . . . . . Master  
M. F. Corvin, L. Box 468, East Radford . . . . . Secretary  
M. F. Corvin, L. Box 468, East Radford . . . . . Collector  
W. S. Hutton, Bristol . . . . . Receiver  
J. F. Blackard, Box 127, East Radford . . . . . Magazine Agent
- 454. MOUNTAIN PARK; Ashley, Pa.**  
Meets in Metc's Hall, Main St., 2d and 4th Sundays at 2 P. M.  
J. W. Richards . . . . . Master  
W. H. Dennis, Box 170 . . . . . Secretary  
H. H. Buht, Box 147 . . . . . Collector  
J. C. Ruhl, Box 147 . . . . . Receiver  
K. E. Buts . . . . . Magazine Agent
- 455. JOHN BRANDT; Roseburg, Ore.**  
Meets in A. O. U. W. Hall 2d Tuesdays and 4th Wednesdays at 2 P. M.  
J. E. Hodgdon . . . . . Master  
S. B. Ferree . . . . . Secretary  
G. R. Happersett . . . . . Collector  
W. E. Everton . . . . . Receiver  
B. W. Riggs, Grant's Pass . . . . . Magazine Agent
- 456. SUN RIVER; Great Falls, Mont.**  
Meets in Minot Hall, cor. Central ave and 2d st., 2d and 4th Sundays at 7:30 P. M.  
Chas. Peck . . . . . Master  
W. G. Locher, Box 680 . . . . . Secretary  
M. J. O'Reilly . . . . . Collector  
Chas. Peck . . . . . Receiver  
Chas. Weller . . . . . Magazine Agent
- 457. MECKLENBERG; Charlotte, N. C.**  
Meets in Odd Fellows' Hall every Sunday at 9 A. M.  
Wm. Garraux, 501 N. Smith st. . . . . Master  
J. C. Lanycox, 580 N. Graham st. . . . . Secretary  
W. E. Nesbitt, 500 N. Graham st. . . . . Collector  
C. A. Sigman, 213 S. Graham st. . . . . Receiver  
Wm. Garraux, 501 N. Smith st. . . . . Magazine Agent
- 458. MACKINAW; Van Wert, Ohio.**  
Meets in K. of P. Hall, 2d and 4th Sundays.  
Emond Conaway . . . . . Master  
E. E. Welch, Box 518 . . . . . Secretary  
T. E. Cooney, Box 577 . . . . . Collector  
J. A. Butters . . . . . Receiver  
Jas. Steele . . . . . Magazine Agent
- 459. GRACE; Anderson Ind.**  
Meets at W. 8th st., 1st and 3d Sundays.  
Clyde Olive, 225 W. 8th st. . . . . Master  
J. L. Rogers 168 W. 4th st. . . . . Secretary  
G. A. Reeves, Wabash . . . . . Collector  
August McIntosh, 18 S. Sheridan st. . . . . Receiver  
J. L. Rogers, 168 W. 4th st. . . . . Magazine Agent
- 460. HILL CITY; Vicksburg, Miss.**  
Meets in K. of P. Hall, cor. of Washington and Clay sts., 1st and 3d Saturdays at 7:30 P. M. and 2d and 4th Saturdays at 8 A. M.  
J. W. Blackburn, 961 Mulberry st. . . . . Master  
Irwin Calkins, Box 16 . . . . . Secretary  
W. H. Shaw, 121 Pearl st. . . . . Collector  
J. W. Blackburn, 961 Mulberry st. . . . . Receiver  
W. D. McKean, 809 Pearl st. . . . . Magazine Agent
- 461. MANCHESTER; Marceline, Mo.**  
Meets in I. O. O. F. Hall, cor. Kansas and Howell aves., alternate Sundays at 2 P. M.  
J. H. Gray . . . . . Master  
J. B. Piper . . . . . Secretary  
Chas. Billingsley . . . . . Collector  
J. W. Kendig . . . . . Receiver  
Owen Crawford . . . . . Magazine Agent
- 462. LAKE CITY; Erie, Pa.**  
Meets in Metcalf's Hall, 724 State st., 3d floor, 1st and 3d Sundays at 2 P. M.  
W. A. McClain, 284 W. 23d st. . . . . Master  
P. B. Olmstead, Plum st. bet. 15th and 16th sts. . . . . Secretary  
S. B. Northrup, 811 W. 18th st. . . . . Collector  
H. B. Burr, 136 W. 20th st. . . . . Receiver  
E. E. Randall, 19th and Walnut sts. . . . . Magazine Agent

- 463. ELMIRA; Elmira, N. Y.**  
Meets on 3d floor, 224 S. Main st., Miller's Bk.,  
2d and 4th Sundays at 4:30 P. M.  
D. R. Jackson, 273 Baty st. . . . . Master  
C. A. Washburne, 708 Spaulding st. . . . . Secretary  
P. C. Logue, 318 Baty st. . . . . Collector  
C. H. Leonard, 511 Perine st. . . . . Receiver  
P. P. Davies, 510 Penna ave. . . . . Magazine Agent
- 464. WHEAT CITY; Brandon, Manitoba.**  
Meets in Workman's Hall, 2d and 4th Sundays  
at 3 P. M.  
J. C. Massender, Box 85 . . . . . Master  
Wm. Glenn . . . . . Secretary  
Edw. Shingfield . . . . . Collector  
D. E. Crawford, Box 45 . . . . . Receiver  
Arthur Johnston, Box 44 . . . . . Magazine Agent
- 465. ORMSBY; Pittsburgh, South Side, Pa.**  
Meets in Weber's Hall, cor. 27th and Sarah sts.,  
1st and 3d Sundays.  
A. M. Harvey, Sierra st, 27th Ward . . . . . Master  
J. L. Rogerson, 2825 Jane st. . . . . Secretary  
D. F. Plunkard, Warten st., 25th ward . . . . . Collector  
Thos. Jones, 2848 Sarah st. . . . . Receiver  
Fred Bugel, 3013 Mary st. . . . . Magazine Agent
- 466. ORPHANS' HOPE; Dennison, Ohio.**  
Meets in Ewen & Van Ostrans Hall, cor. Second  
and Grant sts., 1st Sunday and 2d and 4th  
Mondays at 1:30 P. M.  
W. T. Wright, Box 108 . . . . . Master  
C. H. Clendenning . . . . . Secretary  
Edw. Lamb . . . . . Collector  
W. T. Wright, Box 108 . . . . . Receiver  
Chas. Johns, Box 417 . . . . . Magazine Agent
- 467. WESLEY CRAIG; Corning, O.**  
Meets in K. P. Hall 2d and 4th Sundays.  
D. E. Davis . . . . . Master  
A. J. W. White . . . . . Secretary  
J. B. Pace . . . . . Collector  
Alexander Morrison . . . . . Receiver  
J. B. Pace . . . . . Magazine Agent
- 468. ONTARIO; London, Ontario.**  
Meets in I. O. O. F. Hall, cor. English and Dun-  
das sts, 1st and 3d Sundays at 2 P. M.  
Jas. Hand, Box 38, London East . . . . . Master  
J. T. Cochrane, 670 Adelaide st. . . . . Secretary  
J. H. Hubert, 670 Adelaide st. . . . . Collector  
Russell Follis, 468 Dundas st. . . . . Receiver  
J. T. Cochrane, Box 38, London East, Mag. Agent
- 469. MOUNT KATAHDIN; Henderson, Me.**  
Meets in B. of L. F. Hall 2d Sunday and 4th  
Monday.  
G. S. Allen, Box 215 . . . . . Master  
M. P. Fuller, Box 101 . . . . . Secretary  
W. E. McLeod, Box 215 . . . . . Collector  
W. E. Hunten . . . . . Receiver  
O. W. Manuel, Box 182 . . . . . Magazine Agent
- 470. JOHN A. LOGAN; Murphysboro, Ill.**  
Meets in Bodaker Hall, 1st and 3d Sundays at  
1:30 P. M.  
G. W. Hilleary . . . . . Master  
R. B. Collins . . . . . Secretary  
A. L. Dixon . . . . . Collector  
W. R. Childers . . . . . Receiver  
J. J. Norris, Box 381 . . . . . Magazine Agent
- 471. INTERNATIONAL; Ft. Erie, Ont.**  
Meets in Odd Fellows' Hall, International  
Bridge, 1st and 4th Sundays at 2 P. M.  
Jno. Kingston, Amigari . . . . . Master  
Alex. McIntyre, Amigari . . . . . Secretary  
Geo. Meider, Amigari . . . . . Collector  
Richard Clark, International Bridge . . . . . Receiver  
Jas. Streets, Amigari . . . . . Magazine Agent
- 472. JOHN J. MANNING; Buffalo, N. Y.**  
Meets in Klocke's Hall, cor. Gold and Lovejoy  
sts. every Tuesday at 8 P. M.  
P. L. Carey, 319 S. Division st. . . . . Master  
F. C. Keebler, 1008 Lovejoy st. . . . . Secretary  
J. L. Rutter, 45 Chestnut st. . . . . Collector  
F. C. Keebler, 1008 Lovejoy st. . . . . Receiver  
T. J. Reardon, 95 Fitzgerald st. . . . . Magazine Agent
- 473. MAUNEE; Air Line Junction, Ohio.**  
Meets in K. P. Hall, 2d and 4th Sundays and 1st  
and 3d Mondays.  
W. N. Cooper . . . . . Master  
T. G. Duroes, Jr. . . . . Secretary  
C. L. Boehm . . . . . Collector  
G. E. Phelps . . . . . Receiver  
A. B. Woodman . . . . . Magazine Agent
- 474. TAUNTON; Taunton, Mass.**  
Meets in Good Templar's Hall 2d and 4th Mon-  
day evenings.  
E. B. Mitchell, 39 Porter st. . . . . Master  
J. T. Bishop, 34 Myrtle st. . . . . Secretary  
S. E. Cunningham, 419 Purchase st., New  
Bedford . . . . . Collector  
J. T. Bishop, 34 Myrtle st. . . . . Receiver  
C. O. Edwards, 73 Floral st. . . . . Magazine Agent
- 475. JAMES LEAHY; Grand Junction, Colo.**  
Meets in I. O. O. F. Hall every Tuesday at 8 P. M.  
C. F. Schrader . . . . . Master  
O. H. Kearns . . . . . Secretary  
W. E. Dean . . . . . Collector  
J. F. Keim . . . . . Receiver  
J. F. Keim . . . . . Magazine Agent
- 476. W. J. WARD; Woodstock, N. B.**  
Meets in K. P. Hall, King st, 2d Friday and 4th  
Saturday at 7:30 P. M.  
L. N. Dow . . . . . Master  
W. R. King . . . . . Secretary  
I. E. Richardson, St. Stephens . . . . . Collector  
Zebedee Gabel, Gibson . . . . . Receiver  
Fred Purton, Vanceboro, Me. . . . . Magazine Agent
- 477. GLENWOOD; Kenova, W. Va.**  
Meets in I. O. O. F. Hall, Ceredo, 1st and 3d  
Sundays.  
Ralph Fields . . . . . Master  
A. R. Dodridge . . . . . Secretary  
S. L. Cryer . . . . . Collector  
E. E. Lane . . . . . Receiver  
C. J. Lindner, Portsmouth O. . . . . Magazine Agent
- 478. NARRAGANSETT; Providence, R. I.**  
Meets in Trainmen's Hall, 297 Canal street, 1st  
and 3d Sundays at 2:30 P. M.  
G. W. Sawtell . . . . . Master  
F. H. Reilley, 238 Chalkstone ave. . . . . Secretary  
J. D. McSheehy . . . . . Collector  
R. E. McCarthy . . . . . Receiver  
Samuel Sheldon, 7 Meeting st. . . . . Magazine Agent
- 479. ST. GEORGE; Smiths Falls, Ont.**  
Meets in Haley's Hall 2d and 4th Mondays.  
H. C. Pye . . . . . Master  
Edw. Pennett . . . . . Secretary  
Stephen Smith . . . . . Collector  
Andrew Boyd . . . . . Receiver  
S. B. O'Hara . . . . . Magazine Agent
- 480. CHIPETA; Ridgway, Colo.**  
Meets in B. of L. F. Hall every Monday at 8 P. M.  
Thos. McKenna . . . . . Master  
C. C. Ervin . . . . . Secretary  
J. W. Sowers . . . . . Collector  
P. R. Blakely . . . . . Receiver  
P. R. Ball . . . . . Magazine Agent
- 481. EASTER; St. Louis, Mo.**  
Meets in Brighton Hall, cor. Broadway and Sal-  
isbury sts., 2d and 4th Wednesday at 8 P. M.  
T. M. Lynch, 1014 St. Louis ave. . . . . Master  
W. S. Ferguson, 4030 N. 9th st. . . . . Secretary  
J. H. Frohoff, 919 St. Louis ave. . . . . Collector  
E. J. Keifelin, 2714 N. 13th st. . . . . Receiver  
W. C. Robinson, 2106 N 11th st. . . . . Magazine Agent
- 482. STILLWATER; Kallispell, Mont.**  
Meets in K. P. Hall, 2d and 4th Saturdays at 7:30  
P. M.  
S. B. Thompson . . . . . Master  
Paul Logan . . . . . Secretary  
Charles Pauline . . . . . Collector  
Chas. Porter . . . . . Receiver  
Fred Olander . . . . . Magazine Agent
- 483. INDEPENDENCE; Barnesville Minn.**  
Meets in U. A. O. D. Hall, 1st Sunday at 2 P. M.  
and 3d Monday at 10 A. M.  
G. W. Lumm . . . . . Master  
N. A. Gray . . . . . Secretary  
N. E. Varney . . . . . Collector  
Jas. Hendry . . . . . Receiver  
Hans Twete . . . . . Magazine Agent
- 484. HAMNER HALL; Montgomery, Ala.**  
Meets in B. of L. E. Hall, over First National  
Bank, every Monday evening.  
Jno. Doyle, 329 Lee st. . . . . Master  
Geo. Miller, 329 Lee st. . . . . Secretary  
W. F. Mayson, 329 Lee st. . . . . Collector  
J. B. Pugh, 320 Holt st. . . . . Receiver  
Willie Reynolds, So Perry st. . . . . Magazine Agent



**485. PAUL BEVERE; Charlestown, Mass.**

Meets in Mishawam Hall, 1st and 3d Sundays at 1:30 P. M.

C. G. Bates, 73 Washington st. . . . . Master  
R. W. Miller, 267 Main st. . . . . Secretary  
F. F. Derby, 9 Auburn st. . . . . Collector  
C. G. Bates, 73 Washington st. . . . . Receiver  
R. W. Miller, 267 Main st. . . . . Magazine Agent

**486. CHIPPEWA VALLEY; Chippewa Falls, Wis.**

Meets in Odd Fellows' Hall, Spring st., 1st and 3d Tuesday evenings.

Jno. Enright . . . . . Master  
C. F. Korth, Box 256 . . . . . Secretary  
W. H. Barker, W. C. Eng house . . . . . Collector  
Jno. Enright . . . . . Receiver  
C. P. Dill, 1708 Lombard st. . . . . Magazine Agent

**487. WHIRLPOOL; Niagara Falls, Ont.**

Meets in B. of L. F. Hall, Lundy's New Block, 1st and 3d Thursdays at 8 P. M.

Albert Laurie . . . . . Master  
W. G. Powley . . . . . Secretary  
Alexander Mitchell . . . . . Collector  
G. A. Cook . . . . . Receiver  
Wm. Wright . . . . . Magazine Agent

**488. CUMBERLAND; Cumberland, Md.**

Meets in J. R. O. U. A. N. Hall 1st and 3d Sunday evenings.

J. F. Little, Elkins, W. Va. . . . . Master  
C. J. Grait, 29 Springvale st. . . . . Secretary  
J. T. Cookerly, 39 Liberty st. . . . . Collector  
W. H. Rice, 11 Harrison st. . . . . Receiver  
J. H. Strong, 175 Madison st. . . . . Magazine Agent

**489. RENUNCEATION; Creston, Iowa.**

Meets in Brotherhood Hall, 1st and 3d Mondays at 1:30 P. M. and 2d and 4th Mondays at 7:30 P. M.

J. F. Oldham, 405 So Vine st. . . . . Master  
J. P. O'Connor, 100 Howard & Pine sts, Secretary  
W. H. Van Wormer, 100 Howard and  
Plue sts. . . . . Collector  
M. J. Ballard, 500 S. Elm st. . . . . Receiver  
A. G. Smith, 217 N. Pine st. . . . . Magazine Agent

**490. MIDNIGHT; East Brady, Pa.**

Meets in Odd Fellows' Hall 2d and 4th Sundays at 2 P. M.

H. B. Stager, Verona . . . . . Master  
J. A. Williams, 4118 Main st, Pittsburgh. . . . . Secretary  
J. E. Patterson . . . . . Collector  
A. L. Gill, Verona . . . . . Receiver  
H. B. Stager, Verona . . . . . Magazine Agent

**491. BARTON SPRING; Austin, Tex.**

Meets in K. of P. Hall, Congress ave., 2d and 4th Sundays, at 8 P. M.

O. T. Moore, 1101 E. 3d st. . . . . Master  
E. E. Clappart, 1109 E 8th st. . . . . Secretary  
C. B. Doran, Hampstead . . . . . Collector  
E. E. Clappart, 1109 E 8th st. . . . . Receiver  
A. Davis, care Round House . . . . . Magazine Agent

**492. IVANHOE; Alvarado, Tex.**

Meets in B. of L. F. Hall every Sunday at 2:30 P. M.

J. B. Loftin, L. Box 2 . . . . . Master  
Jno. Pos-y . . . . . Secretary  
J. B. Wesson . . . . . Collector  
Andrew McCasland . . . . . Receiver  
E. L. Allen, Hillsboro . . . . . Magazine Agent

**493. FULTON; Atlanta, Ga.**

Meets in Industrial Council's Hall, 26½ Alabama St., every Sunday at 2:30 P. M.

R. M. Wood, 218 Ira st. . . . . Master  
Harry Huddleston, cor. Wells and  
McDaniel st. . . . . Secretary  
A. B. Coogler, 58 W. Georgia ave. . . . . Collector  
A. N. Thom, 11 Middle st. . . . . Receiver  
W. C. Thomas, 537 Pulliam st. . . . . Magazine Agent

**494. BAY DE NOC; Gladstone, Mich.**

Meets in K. of P. Hall, 1st and 3d Sunday evenings.

C. W. LaFaver . . . . . Master  
J. A. Houle, Box 136 . . . . . Secretary  
F. W. Suddaby . . . . . Collector  
L. H. Wintel . . . . . Receiver  
B. F. Unger, 2439 15th ave So., Minneapolis, Minn. . . . . Magazine Agent

**495. BANNING; Cedartown, Ga.**

Meets in K. P. Hall, every Sunday at 8:30 A. M.

J. O. Kemp . . . . . Master  
W. N. Tumlin . . . . . Secretary  
J. W. Noles . . . . . Collector  
W. N. Tumlin . . . . . Receiver  
J. F. Steele . . . . . Magazine Agent

**496. ROBERT E. LEE, Manchester, Va.**

Meets in Toney's Hall 1st Saturday at 7:30 P. M. and 3d Monday at 10 A. M.

J. I. Brown, 1206 Decatur st. . . . . Master  
R. M. Hilton, 207 E. 12th st. . . . . Secretary  
F. R. Jeffress, 15 Governor st. . . . . Collector  
J. W. Walthall, 21st and Chicago sts. . . . . Receiver  
T. B. Perdue, Cor. 18th and Decatur, Mag. Agent

**497. SINCERE; Richmond, Va.**

Meets in Odd Fellows' Hall, corner Mayo and Franklin sts., 1st and 3d Mondays at 9:30 A. M.

C. R. Alley, 210 S. Laurell st. . . . . Master  
I. L. Parker, Jr., 608 So. Pine st. . . . . Secretary  
J. A. Turner, 6 S. 2d st. . . . . Collector  
Michael Kelly, 611½ S. Pine st. . . . . Receiver  
I. L. Parker, Jr., 608 So. Pine st. . . . . Mag. Agent

**498. VIGILANT; Bellwood, Pa.**

Meets in Cornmessers Hall, 2d and 4th Sundays at 2 P. M.

J. G. Potter . . . . . Master  
J. C. Nearhoof, Box 672 . . . . . Secretary  
C. H. Dunn . . . . . Collector  
T. J. Leidy . . . . . Receiver  
G. W. Wesley . . . . . Magazine Agent

**499. COMPOUND; Chicago, Ill.**

Meets in Walthers' Hall, 3934 State st, 2d and 4th Saturdays at 7:30 P. M.

F. A. McLaughlin, Brookline . . . . . Master  
J. E. Hauser, 62 Institute Place . . . . . Secretary  
F. E. Wilson, 3721 La Salle st. . . . . Collector  
W. A. Kelsey, 3356 Prairie ave . . . . . Receiver  
J. E. Hauser, 62 Institute Place . . . . . Mag. Agent

**500. QUICKSTEP; Spooner, Wis.**

Meets in I. O. O. F. Hall 2d and 4th Wednesdays at 8 P. M. and 4th Sunday at 2 P. M.

D. D. Campbell . . . . . Master  
J. P. Walsh . . . . . Secretary  
J. W. Wilson . . . . . Collector  
J. P. Walsh . . . . . Receiver  
J. W. Wilson . . . . . Magazine Agent

**501. SPOKANE; Spokane, Wash.**

Meets in Trades Council, 112 Howard st., every Saturday at 7:30 P. M.

Alex. Laing, Box 422 . . . . . Master  
G. S. Rushbrook, Box 422 . . . . . Secretary  
W. B. DeRush, Box 422 . . . . . Collector  
L. C. Mowrey, Box 422 . . . . . Receiver  
Fred Kirklm, 121 E. Erminast. Magazine Agent

**502. PRIDE; Louisville, Ky.**

Meets in O'Hearn's Hall, N. W. cor. 12th and Zane sts, every Monday at 1:30 P. M.

W. W. Slaby, 1609 Kentucky st. . . . . Master  
A. L. Bryant, 1530 Southgate st. . . . . Secretary  
B. S. Riney, 1725 12th st. . . . . Collector  
L. D. Smith, 1517 Prentice st. . . . . Receiver  
J. S. C. Dovey, 1530 Southgate st. . . . . Mag. Agent

**503. MT. SOPRIS; Aspen Junction, Colo.**

Meets in Frey's Hall every Sunday at 2 P. M.

C. C. Andrus . . . . . Master  
O. F. Riebel . . . . . Secretary  
Fred Stiffer . . . . . Collector  
B. W. Burgin . . . . . Receiver  
J. C. Frison . . . . . Magazine Agent

**504. GOLDEN ROD; Halifax, Nova Scotia.**

Meets in Creighton's Hall, 1st Wednesday and Fourth Saturday.

Cornelius McTiernan, I. C. Ry Shops, Richmond. . . . . Master  
C. H. S. Skinner, 51 Duffus st., . . . . . Secretary  
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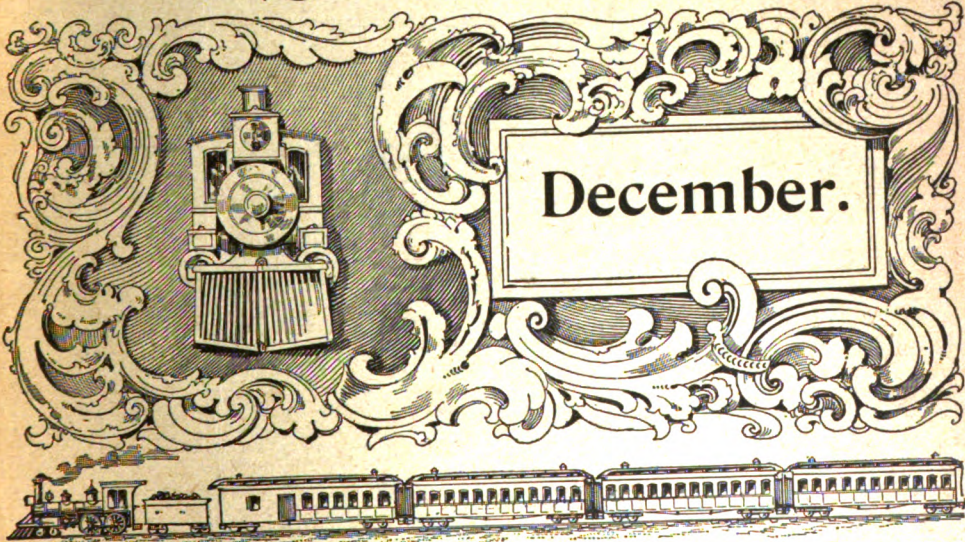
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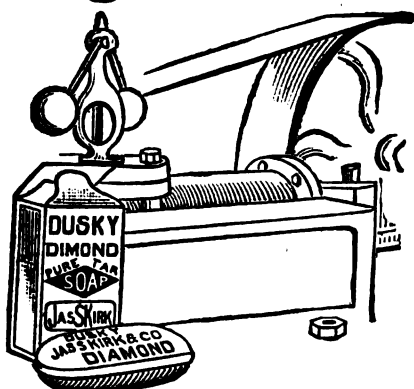
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## LODGE.



## ASSESSMENT NOTICE FOR DECEMBER.

OF THE GRAND LODGE, R. OF L. F.,  
TERRE HAUTE, IND., December 1, 1893. }

ASSESSMENT No. 42, \$2.00.

Members of Subordinate Lodges:

BROTHERS:—You are hereby notified of the death and disability of the following members and all the benefits of the order, viz:

No. 1129. Patrick Dolan, of Bluff City, Mo. 55, died of Malarial Hematuria, August 18, 1893.

No. 1130. Robert E. Little, of O. K. Lodge, was killed in a Collision, September 5, 1893.

No. 1131. Frederick Geddes, of Sunbeam Lodge, No. 171, died of Inflammation of the Brain, September 8, 1893.

No. 1132. Wm. G. Cummings, of Barrie Lodge, No. 442, died of Tuberculosis, September 10, 1893.

No. 1133. Henry B. Halsey, of California Lodge, No. 290, died from injuries received in a Railway Accident, Sept. 10, 1893.

No. 1134. W. G. Hanna, of Big Sandy Lodge, was declared totally disabled by Nervous Prostration, Sept. 14, 1893.

No. 1135. Chas. Hedding, of Minneapolis Lodge, No. 270, was killed in a Wreck, September 15, 1893.

No. 1136. John Dolan, of Midland Lodge, was Run Over and Killed, September 22, 1893.

No. 1137. William Beswick, of Ferguson Lodge, No. 190, died of Phthisis Pulmonalis, September 24, 1893.

No. 1138. Henry Hoffenbecker, of S. M. Lodge, No. 150, was Drowned, September 25, 1893.

No. 1139. John McMahon, of S. M. Stevens Lodge, No. 150, was Drowned, September 24, 1893.

No. 1140. W. C. Sheets, of Magic City Lodge, No. 182, was killed by Gun Shot Wound, September 20, 1893.

No. 1141. R. J. Orr, of Arbitration Lodge, was killed in a Railway Accident, September 21, 1893.

No. 1142. Thomas P. Ryan, of Falls City Lodge, No. 103, was killed in a Collision, September 22, 1893.

No. 1143. Tobias H. Miller, of Enterprise Lodge, No. 75, was killed by being Thrown from a Train, October 7, 1893.

No. 1144. Patrick Gallivan, of Lake Erie Lodge, No. 241, died of Peritonitis, October 7, 1893.

No. 1145. Joseph E. Dore, of Boston Lodge, was killed by Falling from Engine, October 8, 1893.

CLAIM No. 1146. Henry C. Werner, of A. G. Porter Lodge, No. 141, was killed by Railway Accident, October 10, 1893.

CLAIM No. 1147. M. J. Masterson, of Three States Lodge, No. 150, died of Cerebral Hemorrhage, October 10, 1893.

CLAIM No. 1148. A. A. Judd, of Ozark Lodge, No. 280, was Run Over and killed, October 17, 1893.

CLAIM No. 1149. August Reinmiller, of Buckeye Lodge, No. 239, was declared totally disabled by Phthisis Pulmonalis, Oct. 21, 1893.

CLAIM No. 1150. Richard Dowe, of Pacific Lodge, No. 173, was Run Over and killed, October 23, 1893.

CLAIM No. 1151. Rausa Lyon, of W. H. Thomas Lodge, No. 159, died of Chronic Diarrhoea, October 24, 1893.

CLAIM No. 1152. Martin Kave, of Acme Lodge, No. 228, died of Bright's Disease, October 24, 1893.

CLAIM No. 1153. Dillard L. Spain, of W. H. Thomas Lodge, No. 159, was declared totally disabled by Loss of Hand, Oct. 25, 1893.

CLAIM No. 1154. Wm. R. Stuart, of Chicago Lodge, No. 95, was Scalded to death in a Railway Accident, October 28, 1893.

CLAIM No. 1155. Edward Higgins, of Iron Mountain Lodge, No. 390, was declared totally disabled by Phthisis Pulmonalis, November 9, 1893.

An assessment of Two DOLLARS (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount for each member whose name appears on the rolls of membership NOVEMBER 30TH, 1893, (also for all members having taken a withdrawal (limited or final) after NOVEMBER 1ST, and for all members who died or were totally disabled since that date), said remittance to reach the Grand Lodge not later than DECEMBER 20TH, 1893, as provided in Section 50 of the Constitution. Any lodge failing to make returns as above provided will stand suspended from all the benefits of the order, as per Section 52 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. and T.

## BENEFICIARY STATEMENT.

OFFICE OF GRAND SECRETARY AND TREASURER,  
TERRE HAUTE, IND., November 1, 1893. }

## To Subordinate Lodges:

BROTHERS:—The following is a statement of the Beneficiary Fund for the month of October 1893:

## RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	21	41	61	81	101						
2	22	42	62	82	102						
3	23	43	63	83	103						
4	24	44	64	84	104						
5	25	45	65	85	105						
6	26	46	66	86	106						
7	27	47	67	87	107						
8	28	48	68	88	108						
9	29	49	69	89	109						
10	30	50	70	90	110						
11	31	51	71	91	111						
12	32	52	72	92	112						
13	33	53	73	93	113						
14	34	54	74	94	114						
15	35	55	75	95	115						
16	36	56	76	96	116						
17	37	57	77	97	117						
18	38	58	78	98	118						
19	39	59	79	99	119						
20	40	60	80	100	120						

# LOCOMOTIVE FIREMEN'S MAGAZINE.

## RECEIPTS—CONTINUED

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
121	186	251	316	381	446				
122	187	252	317	382	447				
123	188	253	318	383	448				
124	189	254	319	384	449				
125	190	255	320	385	450				
126	191	256	321	386	451				
127	192	257	322	387	452				
128	193	258	323	388	453				
129	194	259	324	389	454				
130	195	260	325	390	455				
131	196	261	326	391	456				
132	197	262	327	392	457				
133	198	263	328	393	458				
134	199	264	329	394	459				
135	200	265	330	395	460				
136	201	266	331	396	461				
137	202	267	332	397	462				
138	203	268	333	398	463				
139	204	269	334	399	464				
140	205	270	335	400	465				
141	206	271	336	401	466				
142	207	272	337	402	467				
143	208	273	338	403	468				
144	209	274	339	404	469				
145	210	275	340	405	470				
146	211	276	341	406	471				
147	212	277	342	407	472				
148	213	278	343	408	473				
149	214	279	344	409	474				
150	215	280	345	410	475				
151	216	281	346	411	476				
152	217	282	347	412	477				
153	218	283	348	413	478				
154	219	284	349	414	479				
155	220	285	350	415	480				
156	221	286	351	416	481				
157	222	287	352	417	482				
158	223	288	353	418	483				
159	224	289	354	419	484				
160	225	290	355	420	485				
161	226	291	356	421	486				
162	227	292	357	422	487				
163	228	293	358	423	488				
164	229	294	359	424	489				
165	230	295	360	425	490				
166	231	296	361	426	491				
167	232	297	362	427	492				
168	233	298	363	428	493				
169	234	299	364	429	494				
170	235	300	365	430	495				
171	236	301	366	431	496				
172	237	302	367	432	497				
173	238	303	368	433	498				
174	239	304	369	434	499				
175	240	305	370	435	500				
176	241	306	371	436	501				
177	242	307	372	437	502				
178	243	308	373	438	503				
179	244	309	374	439	504				
180	245	310	375	440	505				
181	246	311	376	441	506				
182	247	312	377	442	507				
183	248	313	378	443	508				
184	249	314	379	444					
185	250	315	380	445					

Balance on hand September 1, 1893 . . . \$44,597 75  
 Received during month . . . 3,362 00  
 Total . . . \$47,959 75

## DISBURSEMENTS.

By claims\* 1110, 1111, 1112, 1113, 1114, 1115,  
 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123,  
 1124, 1125, 1126, 1127, 1128 . . . \$28,500 00  
 Balance on hand November 1, 1893 . . . \$19,459 75  
 Respectfully submitted, F. W. ARNOLD.

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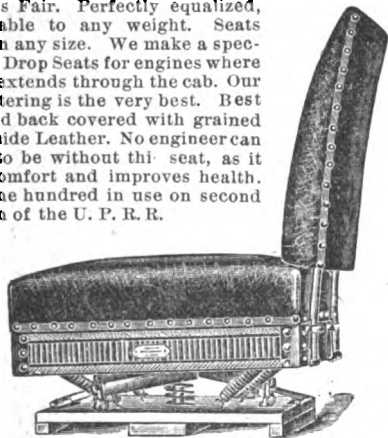
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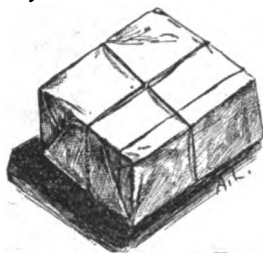
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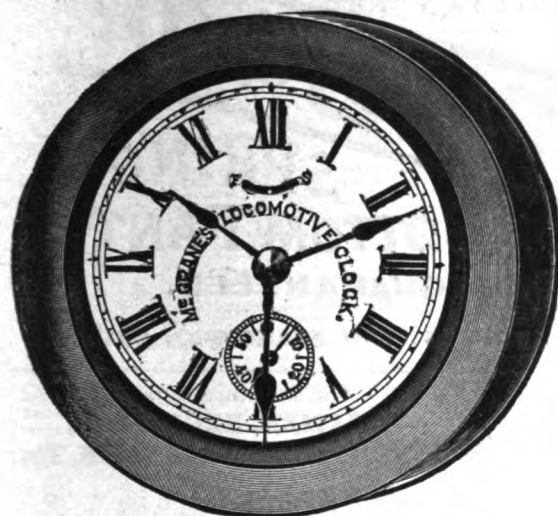
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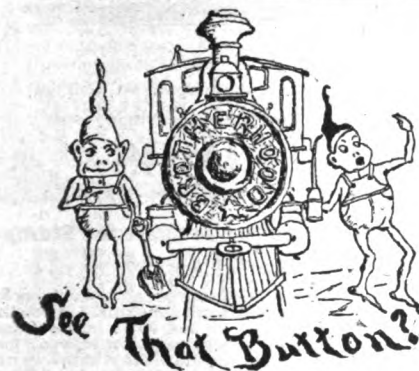
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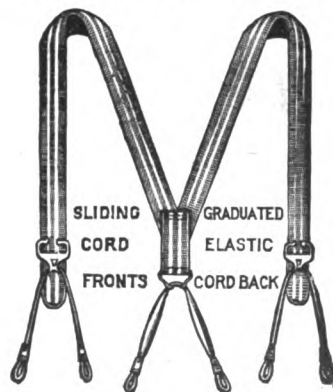
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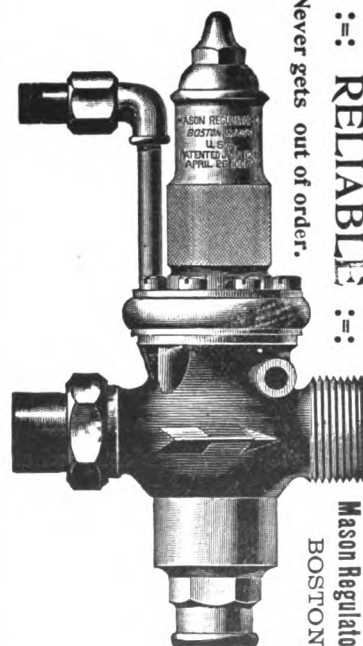
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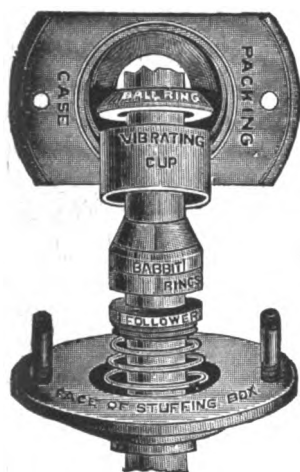
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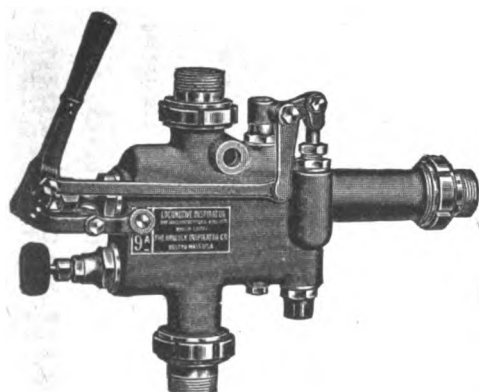


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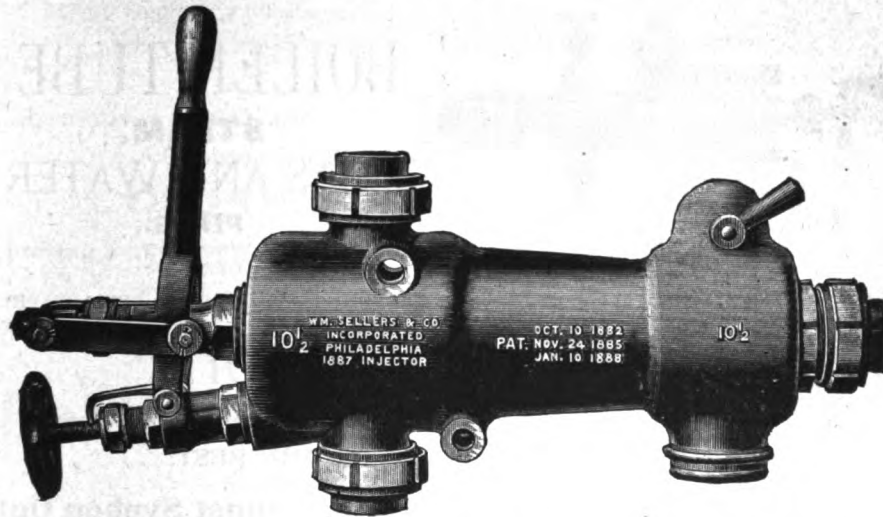
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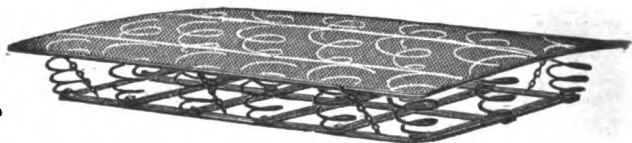
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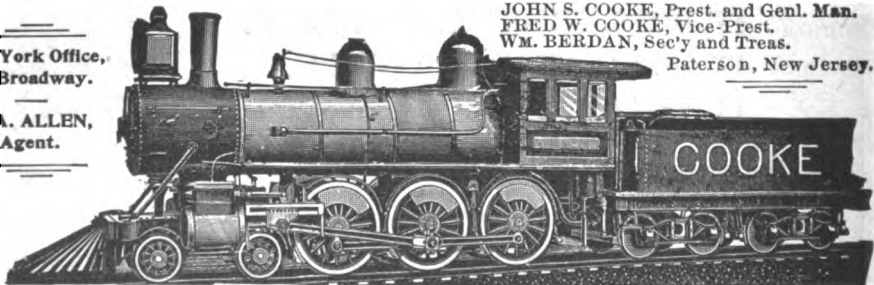


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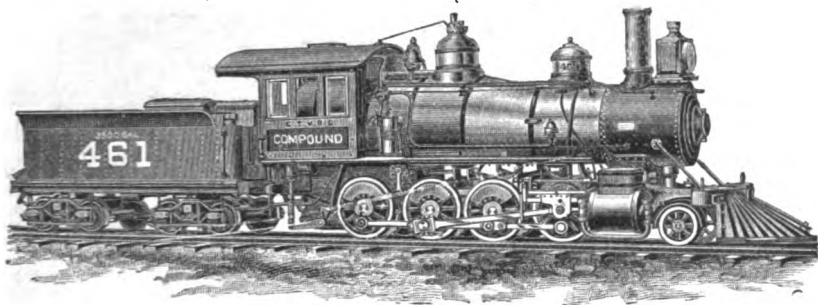
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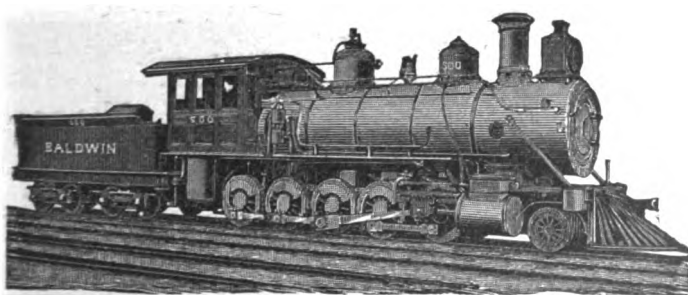
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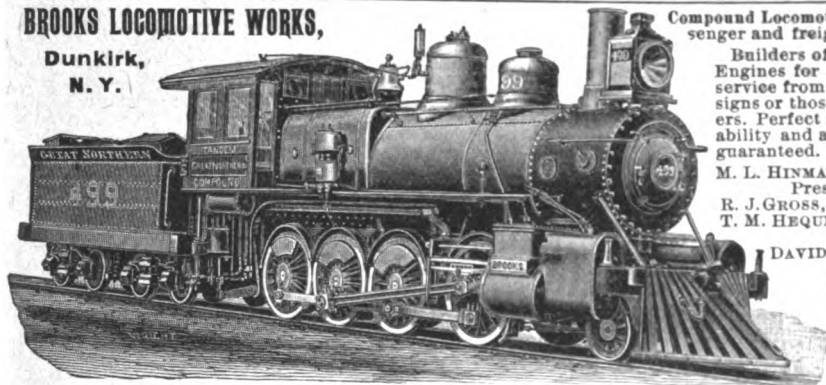


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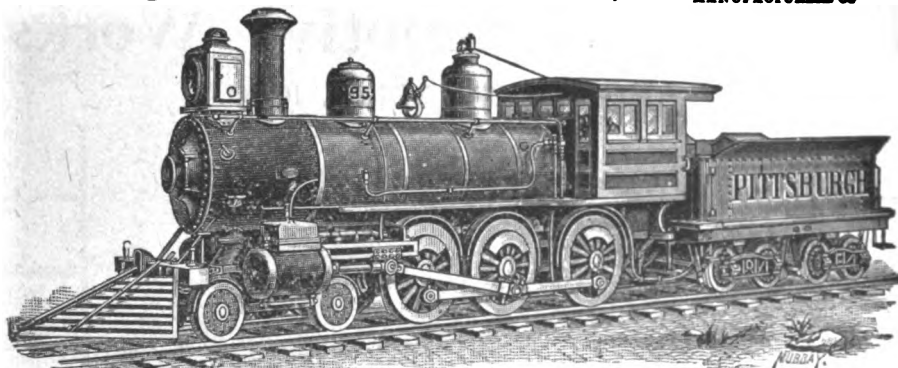
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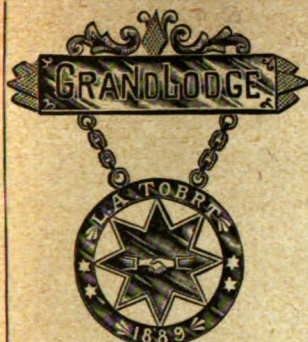
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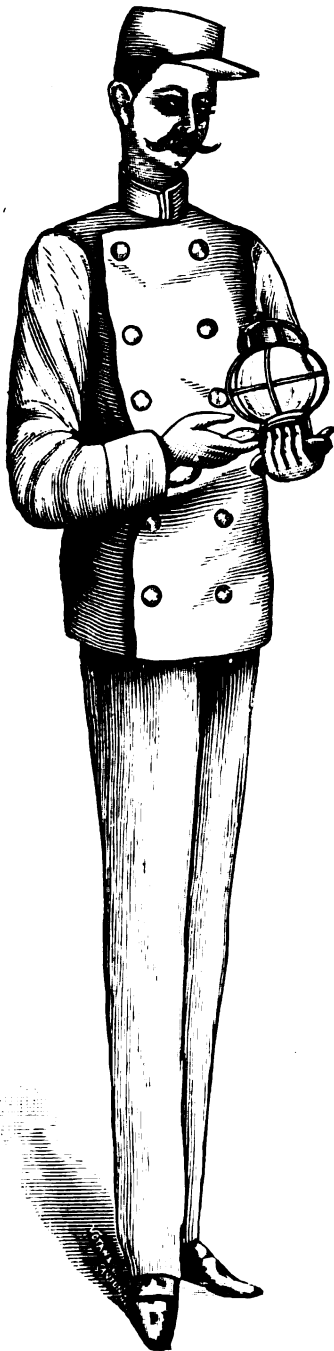
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